EIGHTH ANNUAL REPORT 1952

# Chicago Transit Board

OF THE

CHICAGO TRANSIT AUTHORITY

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CHICAGO TRANSIT AUTHORITY

# Eighth Annual Report

OF CHICAGO TRANSIT BOARD

**for the Fiscal Year ended December 31, 1952**

MEMBERS OF THE BOARD
and Date Term Expires

| | |
|---|---|
| Ralph Budd, *Chairman* | September 1, 1952*—M |
| William W. McKenna, *Secretary* | September 1, 1953 —M |
| Guy A. Richardson, *Vice Chairman* | September 1, 1954 —G |
| Philip W. Collins | September 1, 1955 —G |
| John S. Miller | September 1, 1956 —G |
| James R. Quinn | September 1, 1957 —M |
| John Holmes | September 1, 1958 —M |

**Continues to serve until a successor has been appointed and has qualified*
*M—Appointed by the Mayor of the City of Chicago.*
*G—Appointed by the Governor of the State of Illinois.*

Walter J. McCarter, *General Manager*, Thomas C. Strachan, Jr., *General Attorney*

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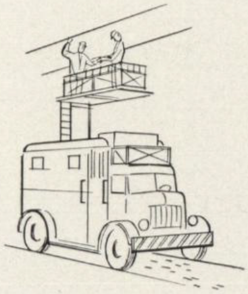

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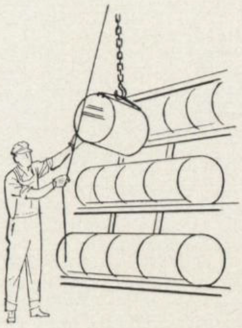

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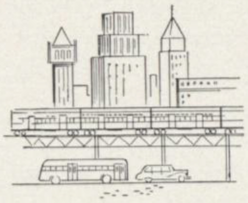

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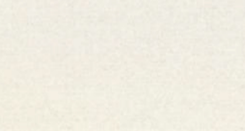

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# 1952 in Summary

**Revenues and Costs**

Revenues of $117,122,567 (including the boulevard system, acquired October 1, 1952) were up $4,588,871 from 1951. Operation and maintenance costs of $100,716,140 included the boulevard system for the last quarter of the year and were only $721,186 greater than 1951. $386,530 remained available for Municipal Compensation while in 1951 revenues had fallen $61,778 short of meeting depreciation requirements.

**Revenue Passengers and Miles Operated**

Revenue passengers carried in 1952 numbered 692,232,042 including 19,916,807 carried on the boulevard system in October, November and December 1952. Exclusive of the boulevard system, revenue passengers were down 64,526,728 (9.6%) from 1951. Revenue miles operated in 1952 numbered 155,291,156, including 4,347,432 on the boulevard system from October 1 to December 31, 1952, as compared with 156,291,963 operated in 1951.

**Financing**

Series of 1952 Revenue Bonds in the principal amount of $23,000,000 were issued on October 1, 1952 to provide funds for acquiring the properties of the Chicago Motor Coach Company and for further modernization of the Authority's system. Other financing included the issuance of $1,260,000 additional Series C Equipment Trust Certificates for the purchase of new equipment and $8,400,000 principal amount of Series 1, 2 and 3 Refunding Equipment Trust Certificates issued on September 1, 1952 to refund the then outstanding Series A, B and C Equipment Trust Certificates.

**Motor Coach Acquired**

Undoubtedly the outstanding accomplishment in 1952, was the purchase of Chicago Motor Coach properties. These properties were delivered to the Authority on October 1, 1952 at 12:01 A.M. and have since been operating as the boulevard system of the Authority. The overall cost to the Authority for this purchase was $16,477,000, which payment was made from the proceeds of the bond sale. The acquisition of Chicago Motor Coach properties resulted in disposing of the several litigations with that company, among those a suit involving rather large claims arising out of the intersystem transfer arrangement.

**Bus Substitution Continues**

The program of substituting motor buses and trolley buses for streetcar operation continued. Only 358 miles of streetcar track remained at the end of the year as compared with 414 miles at the close of 1951. Motor bus route miles increased from 884 to 942 and single-way miles of trolley bus increased from 196 to 225.

**Off-street Terminals**

Additional off-street terminals were constructed, with a major project at the 54th Avenue terminal of the Douglas Park rapid transit line. At this location transfer facilities enabling passengers to move directly from buses to rapid transit trains, over the same platform, were developed. To add further convenience a parking lot for private automobiles was constructed at this area.

**Rapid Transit Popular**

The use of the rapid transit system continued to be popular. To make the modern equipment available to more persons, reassignments were made of rapid transit cars so that all lines except Garfield Park have steel cars for weekday base, Saturday and Sunday operation. The Garfield Park line will temporarily operate on the surface during the construction of the Congress Street Superhighway in the construction area.

**New Equipment Program**

As an experimental study, two of the newer PCC streetcars were converted to rapid transit cars. This has been successful. It has been determined that fully modern rapid transit cars may be acquired at considerably less cost than by building a completely new car. Orders have been placed for 150 of such conversions, with the probability of 100 additional to follow. Arrangements were made for the purchase of 300 propane fueled buses which will be followed by orders for 200 additional units which may be either motor buses or trolley buses.

**Housing and Servicing**

The work of adapting existing car houses, shops and store houses to house and service buses in place of streetcars continued. It is contemplated that in the coming year a substantial start will be made on the construction of completely new housing and servicing facilities, for buses and trolley buses at the Elston and Armstrong location.

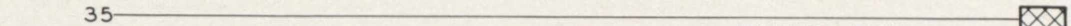
**Modernization Progress**

With the improvements added during the year, the total modernization program reached $71,205,000. Of this $3,536,710 was for new equipment in 1952.

**Real Estate**

Additional real estate will be up for sale in 1953, in particular the land and building at 600 W. Washington Boulevard and 1165 N. Clark Street as

## REVENUES FROM CHARTER SERVICES



soon as employes therein have been transferred to the Merchandise Mart Building, General Offices, which will reach full occupancy in the spring of 1953.

**Fares**

On June 1, 1952, new fare rates became effective. The surface system fares then became 20c cash or 5 for 85c tokens. Rapid transit fares became 20c cash or 5 for 90c tokens. Children and school fares became 10c cash or 5 for 40c tickets. The boulevard system fares, when that property was acquired on October 1, were made the same as the surface system fares. The Authority has provided for protection and better accounting of its revenues through the use of fare boxes on all vehicles of the surface system and boulevard system.

**Wages and Pensions**

Union agreements on wages were not changed, as the existing agreements run to May 31, 1953. As of January, 1953, the maximum pay for bus drivers was $1.90 per hour including 6 cents cost of living allowance. The retirement plan was amended and extended to December 31, 1955. The maximum contribution to the plan, effective January 1, 1954, is 3.5 per cent of the employes compensation to be made by the employes and 7.0 per cent to be made by the Authority.

**Self Insurer**

The Authority has become a self insurer on fire insurance to a large extent. It carries excess liability for fire of $1,000,000 in excess of $500,000 on much of its property and will carry full coverage only on properties covered by equipment trust notes.

**North Shore Agreement**

A new agreement was reached with the North Shore Railway, for the joint use of facilities, whereby the payment for track use was increased from 16 cents to 22 cents per car mile. Provision was also made for segregation of passengers at certain stations to provide more equitable accounting of revenues between the two systems.

**Public Information**

The Authority continued its policy of regularly informing the public of all of its activities which were of general interest. News releases were made regularly, and various forms of advertising were used with special emphasis on the use of advertising materials on Chicago Transit Authority vehicles and properties. The supplying of service information became especially pertinent with the many changes in routing caused by additional one-way streets being instituted and the construction of public improvements. The emphasis on

**Charter Service**

Charter service continued and revenues from this source were $95,011 in 1952 as compared with $35,048 in 1951.

**Accident Frequency Rate Improvement**

While the cost of accident settlement claims continued to be high the accident frequency rate is improving. Especially gratifying is the reduction in traffic type accidents. Organization changes included the complete separation of law activities from the claim department. The responsibility for determining claims is with the superintendent of investigation and claims. The general attorney is responsible for all suits arising out of claims and covers all questions of law.

**Suggestions**

An employe suggestion plan was established covering all employes of the Authority. Payments are made to employes for suggestions accepted.

**Manpower Shortage**

The overall man power shortage remained critical, particularly in the group of surface system operators. It has resulted in an increased cost to the Authority because of additional overtime hours required for scheduled filling of runs. Additional one-man operation has alleviated the situation somewhat but overall shortages still exist.

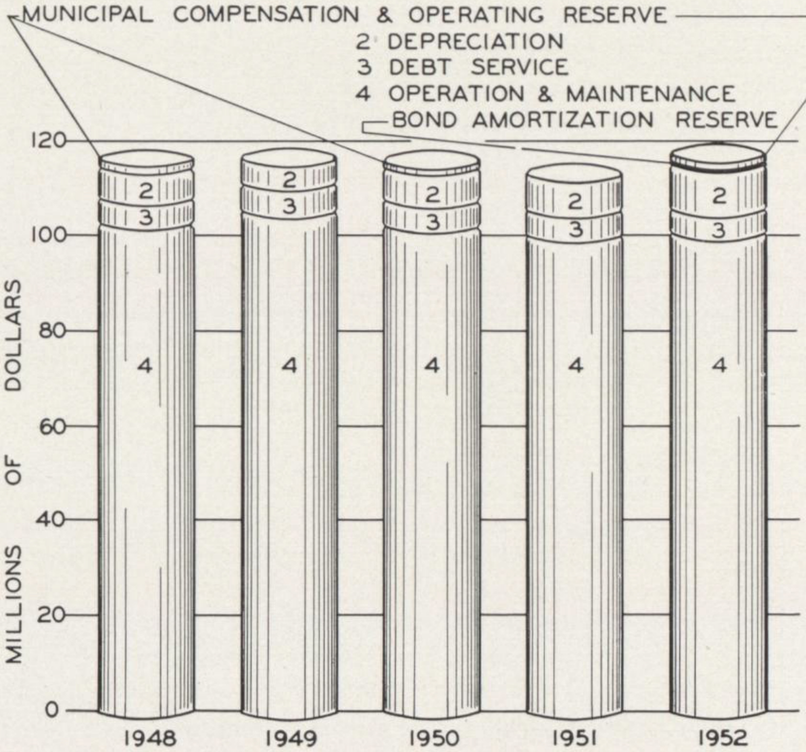
**West Side Rapid Transit**

Plans for temporary operation of West Side Elevated lines, in connection with the construction of Congress Street Superhighway, are being carried out. The operation of trains in the west side subway and median strip to Laramie Avenue is assured. The Authority now seeks an early solution to the problem of operation West of Laramie Avenue where the track is now owned by Chicago, Aurora and Elgin Railway.

**Employes**

The number of employes on the surface and rapid transit systems at the close of the year were 16,237 as compared with 17,867 for the previous year. The boulevard system had 1,272 employes or the total number employed by the Authority at December 31, 1952 was 17,509.

## APPLICATION OF REVENUES



1952 MUNICIPAL COMPENSATION TO BE MET BY CREDITS UNDER FRANCHISE ORDINANCE AND OTHER AGREEMENTS

# Financial Position and Results of Operations

## *Financial Statements*

The financial position of the Authority at December 31, 1952 and 1951 and the results of its operations and fund transactions for the year ended December 31, 1952 are set forth in the balance sheets as of December 31, 1952 and 1951, and the related statements of income, of funds and applications of revenues included in this report. All of these statements have been certified by Arthur Andersen & Co., independent public accountants.

## *Results of Operations*

Revenues for the year 1952 and their application in accordance with the provisions of the Trust Agreements securing the Authority's Revenue Bonds are compared with those for the year 1951 in the following summary in which three months operation of the boulevard system (October 1 to December 31, 1952) are included:

| | 1952 | 1951 |
|---|---|---|
| Revenues | $117,122,567 | $112,533,696 |
| Operation and maintenance expenses | 100,716,140 | 99,995,224 |
| | 16,406,427 | 12,538,472 |
| Debt Service Requirements— | | |
| Interest charges | 4,075,000 | 3,816,250 |
| Deposit to Series of 1947 Serial Bond Maturity Fund | 500,000 | — |
| Deposit to Revenue Bond Reserves | 813,314 | 1,284,000 |
| | 5,388,314 | 5,100,250 |
| Balance before Depreciation | 11,018,113 | 7,438,222 |
| Depreciation (including in 1952 an accumulated deficit from 1951 of $61,778) | 9,431,583 | 7,500,000 |
| | 1,586,530 | 61,778* |
| Revenue Bond Amortization Fund | 300,000 | — |
| Operating Expense Reserve Fund | 900,000 | — |
| | 1,200,000 | — |
| Available for Municipal Compensation | $ 386,530 | $ — |

* Denotes Red Figure

**Disposition of Revenues**

As indicated above, gross revenues for 1952 were sufficient to cover all operation and maintenance expenses, debt service requirements, depreciation (including a deficiency of $61,778 carried over from the year 1951), Revenue Bond Amortization Fund and Operating Expense Reserve Fund; there also remained $386,530 available for Municipal Compensation. This latter amount was offset by credits allowed by the Franchise Ordinance and other agreements.

A summary of the revenue passenger rides and the revenues received from all sources for the years 1952 and 1951 follows:

**Revenue Passengers and Classes**

| | 1952 | 1951 | Per Cent Increase (Decrease) |
|---|---|---|---|
| Revenue Passenger Rides on CTA— | | | |
| Surface | 525,415,421 | 584,141,163 | (10.05) |
| Rapid Transit | 146,899,814 | 152,700,800 | ( 3.80) |
| Boulevard | 19,916,807 | — | — |
| Total | 692,232,042 | 736,841,963 | ( 6.05) |
| Revenues— | | | |
| Passenger— | | | |
| Surface | $ 90,404,492 | $ 90,172,060 | 0.26 |
| Rapid Transit | 21,119,392 | 20,414,512 | 3.45 |
| Boulevard | 3,439,461 | — | — |
| | 114,963,345 | 110,586,572 | 3.96 |
| Chartered Service | 95,011 | 35,048 | 171.09 |
| | 115,058,356 | 110,621,620 | 4.01 |
| Station and Car Privileges | 1,070,890 | 1,100,120 | ( 2.66) |
| Rent of Tracks and Facilities | 567,457 | 477,208 | 18.91 |
| Rent of Buildings and other Property | 301,816 | 330,458 | ( 8.67) |
| Miscellaneous | 124,048 | 4,290 | — |
| TOTAL REVENUES | $117,122,567 | $112,533,696 | 4.08 |

The decline during 1952 in passenger riding reflected the increased rates of fare established in June 1952 and the continuation of the decline experienced, largely because of the increased use of the automobile, since 1947 by the entire transit industry.

The increase in passenger revenues resulted from the June 1, 1952 increase in rates of fare and from the acquisition on October 1, 1952 of the operating properties of the Chicago Motor Coach Company. Miscellaneous revenues increased from interest earned by investment of the Authority's funds in U. S. Government securities.

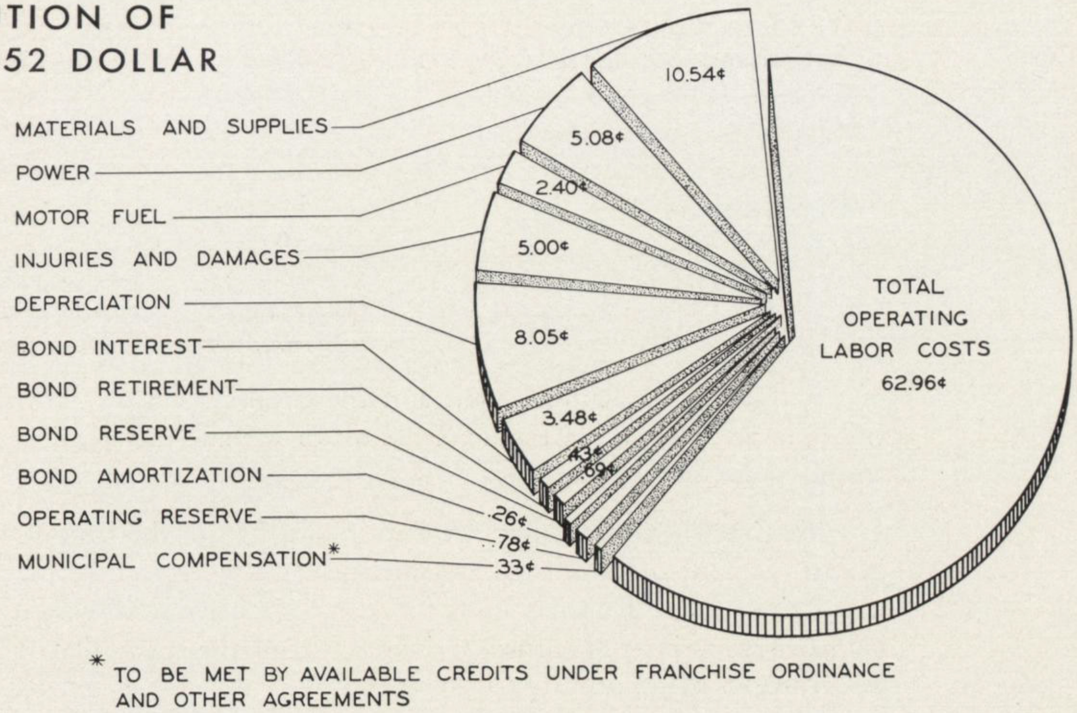
**Elements of Operating Costs**

The principal elements of operation and maintenance expenses, exclusive of depreciation, for the years 1952 and 1951, including three months operation of the boulevard system in 1952, are summarized below:

| | 1952 | 1951 | Per Cent Increase (Decrease) |
|---|---|---|---|
| Wages and Salaries | $ 68,730,399 | $ 69,415,127 | ( .10) |
| Pension Contributions | 3,520,992 | 3,348,687 | 5.15 |
| Federal Insurance Contributions | 907,605 | 999,037 | ( 9.15) |
| Employes Insurance | 581,360 | 593,614 | ( 2.07) |
| Total Labor Costs | 73,740,356 | 74,356,465 | ( .83) |
| Electric Power Purchased | 5,956,402 | 6,843,285 | (12.96) |
| Motor Fuel Consumed | 2,814,152 | 2,237,578 | 25.77 |
| Operating Materials and Supplies | 5,718,906 | 5,119,041 | 11.72 |
| Provision for Injuries and Damages | 5,856,128 | 5,304,270 | 10.40 |
| Miscellaneous Services and Supplies, etc. | 6,630,196 | 6,134,585 | 8.08 |
| Total Operation and Maintenance Expenses | $100,716,140 | $ 99,995,224 | .72 |

Attached to this report is a statement of the changes in hourly wage rates paid bus operators on the surface system.

## DISTRIBUTION OF CTA'S 1952 DOLLAR



* TO BE MET BY AVAILABLE CREDITS UNDER FRANCHISE ORDINANCE AND OTHER AGREEMENTS

**Operating Cost Comments**

The addition of the boulevard system contributed substantially to the increases in elements of operation and maintenance expenses set forth above. There were, however, other factors contributing to fluctuations in these costs, as follows:

Pension contributions had been increased from 4 per cent to 5 per cent on June 1, 1951. On January 1, 1953 the rate was increased an additional 1 per cent in accordance with the terms of a new agreement dated July 2, 1952 and running to December 31, 1955.

Federal insurance contributions decreased because of the reduction in number of personnel made possible by the use of new equipment.

Electric power costs continued to decrease because of the shift from street cars to motor buses.

Increased motor fuel costs reflect the conversion to buses and the increase of 1c per gallon in motor fuel tax effective August 1, 1951. During the year the Authority paid $877,435 as motor fuel tax.

Operating materials and supplies show the continuing increase in costs.

The provision for injuries and damages had been increased from 4½ per cent to 5 per cent of gross revenues on August 1, 1951, and 1952 was the first full year to reflect the larger rate.

**Revenue Bond Amortization Fund**

The Revenue Bond Amortization Fund provision of $300,000 was for the quarter year October 1 to December 31, 1952 under the terms of the Supplemental Trust Agreement securing the Series of 1952 Revenue Bonds. This amount was deposited with the Revenue Bond Trustee in January 1953 and, as provided in the above-mentioned agreement, was expended for the purchase on a prorata basis of Series of 1947 and 1952 Revenue Bonds as follows:

| | Principal Amount | Cost |
|---|---|---|
| Series of 1947 | $269,000.00 | $245,784.19 |
| Series of 1952 | 54,000.00 | 53,561.70 |
| | $323,000.00 | $299,345.89 |

The amount remaining available for Municipal Compensation was offset by credits allowed by the Franchise Ordinance from the City of Chicago and also by deductions arising from agreements approved by the City Council covering construction of the Congress Street Superhighway.

## *Balance Sheet Comments*

A comparison of the balance sheet accounts as of December 31, 1952 and 1951 is shown by the certified balance sheet attached to this report.

**Transportation Property Accounts**

The gross additions to property amounted to $25,434,506 and retirements of property to $3,384,531, leaving a net increase of $22,049,975 in transportation property for the year 1952. Of this amount $16,476,786 represented the purchase price of the boulevard system, and $2,762,625 the purchase of 159 trolley buses.

The change in long term debt arose from issuance of $23,000,000 principal amount of Series of 1952 Revenue Bonds and the refunding and retirement of Equipment Trust Certificates, as set forth in detail in a subsequent section of this report.

**Status of Funds**

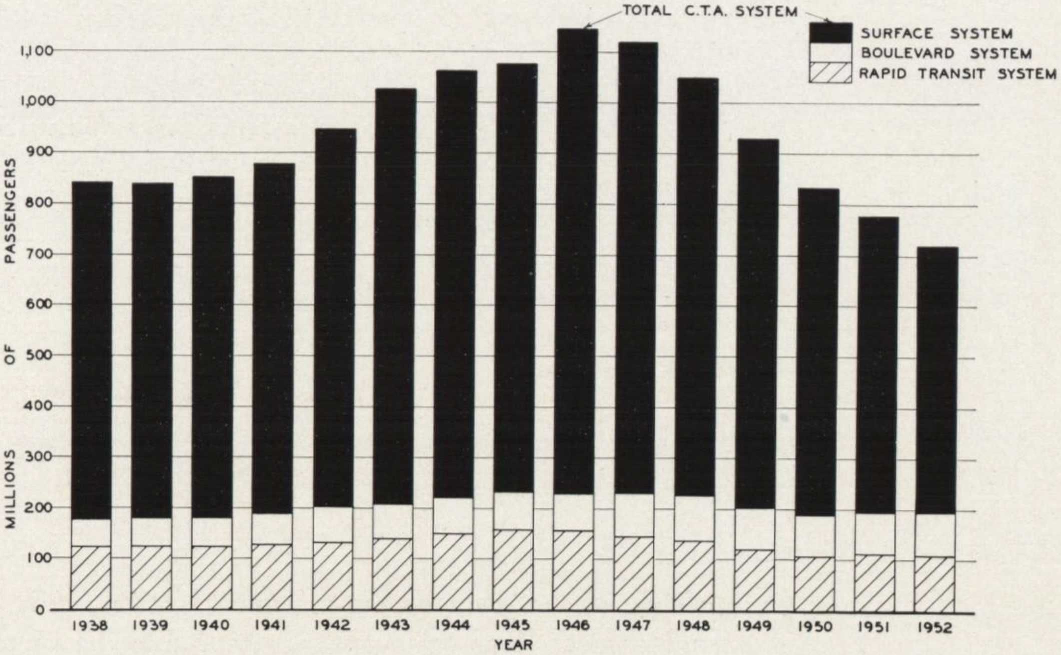
Attached to this report are certified statements of Arthur Andersen & Co., showing the transactions during the year 1952 in each of the funds of the Authority and the balance in these funds at December 31, 1952.

Revenues were sufficient during the year 1952 to make provisions in all of the funds of the Authority in accordance with the Trust Agreements, except that only $386,530 was available for Municipal Compensation. As previously explained, this latter amount was offset by credits and deductions allowed by the Franchise Ordinance and subsequent agreements.

**Modernization Fund**

The Modernization Fund was increased on October 1, 1952 by $5,488,214 remaining of the proceeds from the sale of $23,000,000 principal amount of Series of 1952 Revenue Bonds after payment of $16,476,786 for purchase of the operating properties of Chicago Motor Coach Company. Chicago Transit Board has allocated $3,000,000 of these funds to the purchase of new equipment and $2,488,214 toward the construction of the new garage at Elston-Armstrong.

**Annual Originating Passengers CTA and Predecessor Companies 1938 to 1952**



## New Financing

### *Equipment Trust Certificate Refunding*

On September 1, 1952, the Authority arranged for and called for redemption of all the then outstanding Equipment Trust Certificates by contracting for the sale at par of $7,000,000 Series 1; $1,600,000 Series 2; and $800,000 Series 3 Refunding Equipment Trust Certificates, all bearing interest at the rate of 3½%, dated September 1, 1952, maturing serially beginning March 1, 1953 and thereafter semi-annually to September 1, 1954. These proceeds, together with funds on deposit with the Equipment Trustees for the payment of principal and interest and as guarantee, were applied to the retirement, including accrued interest and redemption premiums of the Series A, B and C Equipment Trust Certificates then outstanding. This refunding operation resulted in a net saving of $502,602 in interest to the Authority.

### *Additional Revenue Bonds*

On October 1, 1952 the Authority contracted for the sale of $23,000,000 of Series of 1952 Revenue Bonds, 4½%, maturity July 1, 1982. These bonds differ from the Series of 1947 Revenue Bonds only in that they have no serial maturity provisions. The Supplemental Trust Agreement under which the Series of 1952 bonds were issued provides for the deposit in a Bond Amortization Fund of $300,000 per quarter year ($1,200,000 per year—not cumulative from year to year) to be used for the purchase for retirement of Series of 1947 and 1952 Revenue Bonds on a prorata basis. Under this provision $300,000 was deposited in this fund in January 1953 for the quarter year ending December 31, 1952, which was used by the Bond Trustee for the purchase and retirement of $269,000 principal amount of Series of 1947 bonds and $54,000 of Series of 1952 bonds.

The transactions covering the sale of the Series of 1952 Revenue Bonds and the disposition of the proceeds are summarized below:

| | |
|---|---|
| Principal amount of bonds issued | $23,000,000 |
| Discount (bonds were sold at 95½) | 1,035,000 |
| Cash proceeds received by the Authority | $21,965,000 |

The Authority applied these proceeds as follows:

| | | |
|---|---|---|
| Purchase of operating properties of Chicago Motor Coach Company, now operated as the Boulevard System of the Authority | $16,476,786 | |
| To be added to the proceeds of equipment trust certificates yet to be issued—for the purchase of new equipment | 3,000,000 | |
| For the construction of a new garage at Elston and Armstrong | 2,488,214 | $21,965,000 |

### *Future Financing*

As indicated in the foregoing, $3,000,000 of the proceeds of the Series of 1952 Revenue Bonds was allocated to the purchase of new equipment in continuation of the Authority's plan of modernization and in accordance with equipment trust certificate financing arrangements. The Authority has ordered 300 new motor buses and 250 elevated-subway cars; the latter to incorporate certain parts from 250 PCC streetcars which are to be sold by the Authority to the manufacturer. Financing for part of these orders was provided by the issuance on April 2, 1953 of $7,950,000 Series 4 Equipment Trust Certificates, having an average interest rate of 4.6% and maturing 1955 to 1960. Additional financing for the remainder of these orders is planned as Series 1, 2 and 3 Refunding Equipment Trust Certificates mature in 1953 and 1954.

## Operating and Construction Budget

**1952 Boulevard System Budget**

On November 11, 1952, Chicago Transit Board adopted a budget making appropriations for the Boulevard System for the three months period October 1, to December 31, 1952, for (a) all operation and maintenance expense; (b) pensions or retirement annuities, interest, revenue bond reserve fund and revenue bond amortization fund. No provision for the above had been made in the budget approved by the Board for the fiscal year 1952.

**1953 Budgets**

On December 8, 1952, after complying with the requirements of the Metropolitan Transit Authority Act, the Trust Agreement securing the Series of 1947 Revenue Bonds and the Supplemental Trust Agreement securing the Series of 1952 Revenue Bonds, Chicago Transit Board adopted Operating and Capital Budgets for the fiscal year 1953.

"The Boulevard Route"
SPECIAL
1263
Einhorn's
1263

Modern Equipment Acquired With the Boulevard System.

## *Operating Budget*

The Operating Budget is summarized as follows:

| | |
|---|---|
| Operation and Maintenance Expenses includes boulevard system for entire year—1952 costs included operation of this system only from October 1) | $109,770,600 |
| Revenue Bond Interest (includes interest for complete year on Series of 1952 Revenue Bonds issued October 1, 1952) | 4,835,000 |
| Series of 1947 Revenue Bond Maturity (increased as per terms of Trust Agreement) | 1,400,000 |
| Series of 1952 Revenue Bond Reserve (provision for entire year—1952 costs included this item only from October 1) | 276,000 |
| Depreciation (8% of estimated revenues) | 10,268,800 |
| Revenue Bond Amortization (provision for complete year—1952 costs included this item only from October 1) | 1,200,000 |
| Operating Expense Reserve (Supplemental Trust Agreement for Series of 1952 Revenue Bonds establishes maximum of $900,000 per year if earnings are available—not cumulative from year to year | 609,600 |
| | $128,360,000 |

As indicated above, the amount budgeted for operation and maintenance expenses includes the boulevard system for the entire year whereas the 1952 costs include that system only from October 1, when it was acquired. Excluding the costs of the boulevard system the 1953 budget for operation and maintenance expenses is lower than the actual costs for 1952, reflecting the continued benefits arising from the use of new equipment received beginning in the latter part of 1951 and continuing into 1952, and anticipating the economies to be realized from the first deliveries in 1953 of 300 propane buses and 250 elevated-subway cars now on order.

## *Capital Budget*

The Capital Budget for the year 1953 contemplates an expenditure of $22,805,000.

The major expenditures included are (1) $6,133,000 representing the annual service charge on the Series 1, 2 and 3 Refunding Equipment Trust Certificates outstanding and the additional Equipment Trust Certificates to be issued during 1953; (2) $8,700,000 for the purchase of motor buses and conversion of PCC streetcars to elevated-subway cars; and (3) $2,500,000 for the construction of a new garage at Elston-Armstrong.

The Capital Budget provides for the expenditure of all cash estimated to be available for capital purposes in 1953.

# Service and Plant Improvements

## *Purchase of Chicago Motor Coach Properties*

On October 1, 1952, at 12:01 A.M. the properties of Chicago Motor Coach Company were delivered to Chicago Transit Authority. These properties were purchased for a net cash payment of $16,476,786.16, after all adjustments. The payment was made from a portion of the proceeds of the sale of $23,000,000 in revenue bonds, series of 1952.

**Property Acquired**

Substantially all of the assets of that company were acquired. Collectively the operation of these routes is now known as the boulevard system of Chicago Transit Authority. The assets include office buildings, shops, garages, 595 motor coaches equipped with modern registering fare boxes, a number of service vehicles, shop equipment, furniture and fixtures, materials and supplies and other miscellaneous property. Existing contracts including labor contracts and pension plans were taken over by the Authority and all employes of Chicago Motor Coach, except certain executive personnel, were employed by the Authority.

Pursuant to the terms of the agreement, a suit by the Motor Coach Company seeking recovery of approximately $1,750,000 on account of intercompany transfers (and the counterclaim of CTA) was dismissed.

**Unification Completed**

The purchase of this system completed the unification of Chicago's major local transit facilities, as contemplated in the ordinance from the City of Chicago. Every neighborhood and community is linked by a single local transit system. The universal surface transfer system became actually universal in operation. There is now a more equitable distribution of the cost of local transit among all of the local transit riders.

The boulevard system, when acquired, operated on 172 miles of route on the boulevards and streets in the City of Chicago. Most of this mileage is over the boulevards and park drives of Chicago Park District. About 88 per cent of the total bus miles are operated on routes directly serving the loop area. The boulevard system offers more convenient facilities than other Authority routes for short riding in the downtown area and provides the only transit service on Michigan Avenue and between that street and the loop area, as well as the various railway stations.

**Always a Bus Operation**

The fact that this system has always used buses has allowed it to use new developments and equipment without disturbing its basic plant or organization. Its personnel, servicing, equipment and housing had all been developed for bus operation. It had none of the conversion problems that beset the streetcar operators who had changed to bus operation such as disposing of old track and electrical distribution, retooling of shops and rebuilding various housing structures for a new type of equipment and instituting a vast retraining program for operating and maintenance personnel. The garage buildings at five locations are well located from an operating standpoint and, with minor exceptions, were specifically designed for the purpose for which they are being used.

During the year 1952, with nine months of Chicago Motor Coach ownership, and three months under Chicago Transit Authority 17,228,062 bus miles were operated in regular service and 82,796,043 passengers originated on this system. The staff of trained operating personnel consists of approximately 1300 employes.

The boulevard system is operated at the surface system rate of fare. It also has 10-cent local routes, between the lake front, the railway stations, and the near north side, through the loop.

With a rounded out transit system the Authority is able to give more freedom of transfer movement for its riders.

### *Surface System—Transportation*

Major changes in the surface system operation included the substitution, on May 11, 1952, of motor buses for streetcars on:

The Blue Island Avenue route from 25th and Kostner to Dearborn and Adams, a round trip distance of 13.80 miles.

The Milwaukee Avenue route from Imlay Avenue loop to State and Madison, a round trip distance of 24.08 miles.

Trolley buses were substituted for streetcar operation on:

The Chicago Avenue route from Mayfield loop to Fairbanks and Ontario, a round trip distance of 16.06 miles, on May 11, 1952.

Trolley buses were substituted for motor buses on:

The 47th Street route from 47th and Archer to 48th and Lake Park, a round trip distance of 12.80 miles, on March 12, 1952.

One-man car operation was substituted for two-man operation on the Cottage Grove streetcar line by the use of converted PCC streetcars, on May 11, 1952. A portion of Cottage Grove Avenue is to be closed with the construction of the New York Life Insurance Housing Project known as "Lake Meadows." The Authority, however, has secured a temporary license from Chicago Land Clearance Commission enabling the Authority to continue to maintain and operate its rail line on this portion of Cottage Grove Avenue during the construction period.

**Additional Route Changes**

Beginning on June 29, 1952, the Indiana Avenue streetcar service was confined to the rush hours. During the off-peak hours this line is operated by motor buses and its south terminal is extended from 51st Street to 63rd and South Park.

On September 7, 1952, the W. 79th Street motor bus service was extended on the west with a loop operation adding 0.70 miles per round trip.

On October 6, 1952, the 95th Street bus line, which terminated at 95th and Claremont, was extended south and west to 97th and Campbell, into the Evergreen Park Shopping Center, adding a round trip distance of 0.88 miles.

On May 26, 1952, the Van Buren Street bus route was re-routed over Jackson Boulevard from Kedzie Avenue to Racine Avenue for eastbound traffic only, because of the Congress Street Superhighway construction on Van Buren Street.

On May 11, 1952, the Ashland Avenue, Kedzie Avenue and Madison Street two-man streetcar operations were converted to motor bus operation on Saturdays and Sundays, and on December 6, 1952, the Western Avenue and 63rd Street two-man streetcar operations were converted to motor bus operation on Saturdays and Sundays.

**Off-Street Terminals**

Other necessary changes were made to conform to the one-way street system. Additional off-street terminals for motor or trolley buses were placed into service at the following locations in 1952:

North Avenue at Winchester Avenue, on May 5.
Grand Avenue at Latrobe Avenue, on May 24.
Douglas Park Branch at 54th Avenue, on May 25.
Fairbanks Court at Ontario Avenue, on July 20.
79th Street at Rocky Ledge Park, on August 11.
Roosevelt Road at Monitor Avenue, on September 7.
Pulaski Road at Foster Avenue, on September 8.
Chicago Avenue at Mayfield Avenue, on December 13.

Douglas Park Line Transfer Terminal at 54th Avenue.

The Milwaukee-Central and the Logan Square terminals were enlarged to provide additional capacity and several streetcar terminals were resurfaced to permit their use as bus terminals.

Plans for early 1953 include the conversion of the Armitage Avenue and Roosevelt Road motor bus lines to trolley bus operation. Provisions have been made for combining the North Avenue Extension and the Narragansett Avenue bus lines into a through operation.

### *Boulevard System—Transportation*

From the time the boulevard system was acquired on October 1, when the operation of its 24 bus lines was taken over by the Authority, up to the end of the year there was no change in routing. Changes, to be effective February 1, 1953, were approved to extend the 10-cent shuttle bus fare in the Central Business District to five lines instead of two. This involves some routing changes. Arrangements were likewise made for consolidating the Austin Boulevard line of the boulevard system with the Austin Avenue line of the surface system into a through line operating from Milwaukee and Devon to Austin and Roosevelt.

The addition of the boulevard system together with changes on the surface system had increased the normal weekly mileage for motor buses to over 60 per cent of the total surface operations, by the end of 1952.

### *Rapid Transit—Transportation*

The volume of rapid transit riding was as good or better than in corresponding periods of the previous year, for weekdays and Saturdays, until the month of December, when there was a substantial decrease under the previous year. This was due to the unusually high volume of riding carried in December, 1951 because of the severe snow storms as compared to December, 1952, when mild weather prevailed. The Sunday volume of riding in 1952 dropped under 1951 levels in May and thereafter.

The number of rapid transit passengers carried in and out of the Central Business District, as shown by the May, 1952, Cordon Count, was substantially the same as in the peak year 1946, although system wide rapid transit riding had declined 26.1 per cent for 1952 under the 1946 volume. Constantly increasing street traffic together with the development of high speed, frequent express operation on all branches of the rapid transit system has placed this off-street service in a more important position as carrier of persons into and out of the Central Business District.

**Operational Changes**

On February 3, 1952, the Douglas Park rail operation was terminated at 5400 west. A Douglas Park extension motor bus route was established along Cermak Road from Harlem Avenue to 52nd Avenue. On May 25, the combined rapid transit rail and bus terminal was completed and from that date the Douglas Park buses have operated between Harlem Avenue and 5400 west.

The Humboldt Park shuttle train service, which had been installed on a trial basis in 1951, was discontinued on May 5, 1952 because of lack of sufficient patronage for train operation. Simultaneously a limited stop and supplementary motor bus service was established on North Avenue between Grand Avenue and Damen Avenue for rush hours. The Normal Park shuttle service, effective May 19, 1952, was retained for rush hour service only on weekdays. Operation of a number of little used stations throughout the system was discontinued.

To obtain better controls over revenues, separate exit facilities for southbound North Shore trains are being established at Wilson Avenue and Belmont Avenue stations.

**Car Reassignment**

Effective October 12, reassignments were made of rapid transit cars so as to make it possible for the greatest number of riders to use all metal equipment. These cars provide all of the non-rush hour service and practically all of the Saturday service as well as all Sunday service on all main line routes, except Garfield Park. That route will temporarily be operated on street surface level for a portion of its run because of superhighway construction and will later be fully equipped with new cars when its modern subway right-of-way is completed. All trains using the subways, in rush hours as well as off-peak periods, continued to be equipped with all metal cars. In addition to improved over-all service, substantial operating economies resulted from these changes.

Only new modern cars are now used in non-rush hours on the North-South State Street subway, Ravenswood and Douglas Park Routes. These new cars, which constitute 18 per cent of the rapid transit equipment in service, give 38 per cent of the car miles operated. Older type steel cars were repainted in CTA standard colors and the interiors of these units were refurbished. Cars of this type were assigned to the Milwaukee Avenue subway and Lake Street elevated services.

**West Side Rerouting**

During the spring of 1952, the Authority management indicated that it would be willing to operate rapid transit trains west to the Des Plaines River in the median strip of Congress Street Superhighway if the right-of-way required for this operation were provided by the public agencies. This plan has been held in abeyance pending definite knowledge of future operations of Chicago Aurora and Elgin Railway Company, which owns the trackage west of Laramie Avenue.

The Authority has cooperated in the preparation of plans of the City of Chicago for the construction of a connection between the Douglas Park branch at the Paulina-Marshfield curve and the existing north-south structure parallel to and west of Paulina Street and the construction of a connection between the Lake Street branch and the said north-south structure.

It is contemplated that, on or about June 1, 1953, the Garfield Park trains will operate over the temporary inclines and surface track in or near Van

Buren Street from Sacramento Boulevard to Aberdeen Street, pending the completion of the median strip track in the Congress Street Superhighway.

## *Equipment*

The remaining 159 units of an order for 349 Marmon-Herrington trolley buses were delivered in 1952.

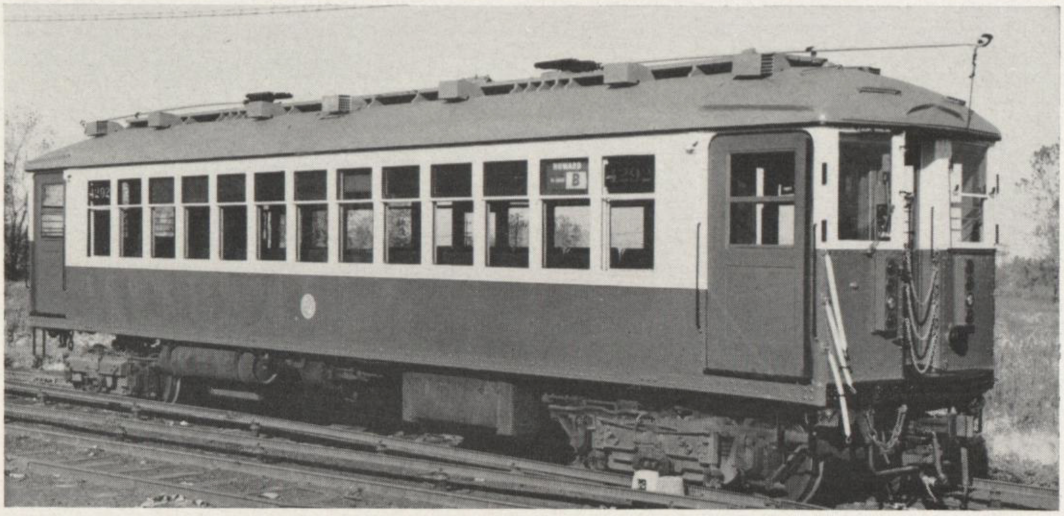
The PCC front entrance streetcars, which had been delivered in 1936 and 1937, were equipped with the latest safety devices and converted in the shops of the Authority to adapt them to one-man operation. They were placed in service on the Cottage Grove Avenue Line.

Pullman-Standard Car Manufacturing Company and St. Louis Car Company were each authorized to convert one PCC streetcar into a rapid transit car. These experimental conversions, which required considerable body work as well as electrical and truck changes, afforded a means of determining the engineering and construction problems involved. This work had progressed sufficiently by December for the Authority to take bids on quantity conversions. As a result, after taking bids, orders were placed with St. Louis Car Company for the conversion of 150 cars of the modern type which had been delivered in 1947 and 1948. The order may optionally be increased to 250 cars.

Consideration was being given to an entirely new body for these cars with more convenient and efficient placing of doors and seating, and to new motor control equipment, a public address system and sanding devices for better braking. The possibilities of making changes in motor field shunt circuits to develop higher speeds, especially on cars to be operated in superhighway median strips, was also under study.

**Rebuilt Cars**

These conversions will enable modern rapid transit cars to be added to the system at considerably less cost than for completely new cars. It will enable



The Older All-Steel Rapid Transit Cars Have Been Modernized and Repainted.

further conversion of streetcar lines to bus lines to be carried out, while finding a more useful function for the comparatively new streetcars. It is intended to substantially increase the number of modern rapid transit cars within the next two years, either through the conversion of additional cars or through the purchase of completely new cars, probably the former.

**Propane Buses**

Bids were taken for additional motor buses and orders were placed for 200 propane fueled buses with Twin Coach Corporation (early in 1953 these orders were increased to a total of 300 buses). These 51-seat units will be similar to the fleet of 500 buses for which delivery was completed in 1951. New developments since delivery of the original fleet will be incorporated in their construction to make them thoroughly modern vehicles. The Authority is assured of a steady supply of propane since its supplier has completed a 12,000,000 gallon underground propane storage cavern near the Chicago market area. This will take care of fluctuations due to seasonal demands.

## *Plant Improvements*

The principal building work consisted of adaptation of existing carhouses, shops and store houses to house and service buses in place of streetcars. Major improvements of this nature were made at the following locations:

North Avenue bus station
Lawndale Avenue bus station
77th and Vincennes Avenue car house and bus station
Division Street and Western Avenue storehouse

**Surface Track Changes**

Among the changes on the surface system tracks was the removal of rails and special trackwork on abandoned streetcar lines, in connection with City, County and State paving improvements, of 15.8 miles of single track. An additional 141.8 miles of single track were covered with asphalt in connection with paving and resurfacing work by public agencies. Abandonment of track, due to substitution of buses for streetcar operation, the installation of one-way traffic streets and other changes, amounted to 68.4 miles of single track in public streets and ways and 3.3 miles of single track in carhouses, yards and private property. The removal of 26 single track steam and electric grade crossings, on abandoned car lines, was carried out to eliminate the Chicago Transit Authority obligated costs for maintaining this special trackwork.

**Rapid Transit Structure**

On the rapid transit system the major transfer terminal at 54th Avenue on the Douglas Park branch was constructed, including a track loop and yard changes, platforms and overhead bridge, bus driveway and parking area for automobiles. Station platforms were extended at 36 stations to permit the use of longer trains. Extensive painting was carried out on rapid transit stations in the State Street subway and on elevated structures. Progress was made in rebuilding and strengthening portions of the elevated structure.

The construction of the addition to Unit #2 of the Skokie rapid transit shops is nearing completion.

The forces of Chicago Transit Authority carried out the construction of the rapid transit diversion tracks on the surface in and adjacent to Van Buren Street from Sacramento Boulevard to Aberdeen Street. This work, which provides temporary track for Garfield Park rapid transit trains after the existing elevated structure is removed, was performed on a contract basis for the City of Chicago.

Among the Authority work required by reason of public construction is the relocation of four of the elevated columns at Franklin and Ontario Streets to conform to the new curb line of Ontario Street. This street will be used as a feeder route to the Northwest Superhighway. The work will require installation of new plate girders spreading 86 feet across Ontario Street and four new columns and foundations at an estimated cost of $55,000.

**Electrical Changes**

Electrical changes included the abandonment of the Ohio Street substation as a point of supply. The 40th Street and Harding Avenue Edison-operated substations were taken over and operated by the Authority. Because of the relatively large amount of motor bus operation on weekends, four substations were placed on a five day week operating schedule. They are now shut down and unattended from Friday night to Sunday night each week.

Conduit and wiring was placed by the Authority's forces in the building and terminal improvements that were carried out during the year. The trolley and feeder lines were completed for the 47th Street and Chicago Avenue conversions to trolley bus operation. Work was likewise done to prepare the Roosevelt Road and Armitage Avenue lines for trolley bus operation. They are scheduled for conversion in the coming year. A major project on the rapid transit system was the building of a new power supervisor's office in the Merchandise Mart Building.

**Material and Supplies**

The demands of the improvement program as well as the change in method of operation have required changes to be made in the handling of materials and supplies. This involved the preparation of a storage space as locations for various types of materials were shifted for more efficient handling. A building plan was prepared for a permanent structure for the use of the material and supplies department at the Skokie rapid transit shops and arrangements were made for a stationery store room in the Merchandise Mart Building.

Over 100,000 items are now carried in stock. For the year the sale of scrap amounted to $1,177,577. For the period, 1948 to 1952 inclusive, scrap sales averaged $1,082,142 per year. The acquisition of equipment, materials and supplies required the processing by the specifications department of approximatey 22,400 purchase requisitions.

## *Real Estate*

All space to be occupied by the general offices of the Authority in the Merchandise Mart Building is being vacated by the previous tenants. This space, where not already completed, is being modified to the needs of the

Authority. By the close of 1952 some 73,327 square feet of this office space was occupied by 670 employes. Ultimately about 115,000 square feet will be occupied. It is expected that all departments will be in their permanent quarters sometime in the spring of 1953. Besides the substantial savings in the cost of office space this arrangement will permit more convenient and efficient transaction of business.

**Real Estate Sales**

No real estate was sold in 1952. Six relatively small parcels were purchased for terminal facilities. It is expected that a substantial amount of real estate will be offered for sale in 1953, of properties that are no longer necessary for the operations of the Authority. These sales will include the land and building at 600 W. Washington Street, which had been occupied by the Claim Department and the Law Department and the land and building at 1165 N. Clark Street, which had been occupied by the Chief Engineer's group, the Way and Structure Department and personnel activities. These two offerings will be made possible by reason of the moving to the Merchandise Mart of the departments occupying those buildings.

## *Street Traffic*

The total surface vehicles (of which private automobiles constitute 72.7 per cent) entering and leaving the Central Business District, as determined by cordon counts taken from 7:00 A.M. to 7:00 P.M. in the month of May each year, decreased from 392,979 in 1951 to 382,849 in 1952, representing a loss

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**The Milwaukee Avenue Surface Line Converted to Bus Operation Has Been Extended to State Street.**

of 2.58 per cent. Motor vehicle registrations in the City of Chicago for 1952 were approximately 1.3 per cent less than for 1951. Whether these figures represent a temporary check in the trend or a new trend cannot be stated from this one instance. The general trend had been to increase each year, except for the temporary wartime slump.

Transit passengers on surface vehicles of CTA, included in this one day count, also decreased from 463,658 in 1951 to 397,319 in 1952 or 9.02 per cent. Subway and elevated passengers counted increased from 421,165 to 428, 285, or 1.69 per cent.

**Safety Crusade**

The Authority continues to be a member of the group supporting the Citizen's Traffic Safety Board. The Safety Board, under the banner of the "Crusade for Traffic Safety in Chicago," exposed the city to the most intensive advertising, publicity and radio-television safety program in its history. The Crusade is used to support, in cooperation with the mayor and the police department, the pedestrian protection and the other control programs. The Crusade program is coordinated with efforts to improve police enforcement of traffic laws and to spur engineering improvements that will tend to relieve congestion. Progress is being made on both counts. The Safety Board has a complete staff and, among its other activities, sponsors or co-sponsors various enterprises contributing to traffic safety.

**Parking Lots**

The City of Chicago has sold $22,600,000 in revenue bonds, the proceeds of which are to be applied to the acquisition of land and the development of parking lots and parking decks. The facilities to be constructed in the Central Business District and the North Michigan Avenue area will provide parking space for 6,767 automobiles. A smaller development in the 63rd and Halsted area will provide parking space for 1,302 automobiles. It is stated by the City that it appears only through the development of additional off-street facilities will it be possible to return the streets for the movement of traffic rather than the parking of vehicles.

An underground garage for the accommodation of 2,350 automobiles is also being constructed by Chicago Park District in Grant Park and under Michigan Avenue, extending from Randolph Street to Monroe Street. The estimated cost is $8,300,000.

One way movement of traffic is gradually being expanded to additional streets in and adjacent to the Central Business District. This is requiring considerable rerouting of the Authority's surface routes.

Parking is now prohibited during the hours of 4 A.M. to 7 A.M. on mass transit streets on which more than 500 transit riders are carried in the rush hour in the maximum direction. This prohibition also applies to a number of through streets. Certain exceptions are made for communities where the prohibiting of so-called "all night parking" would create undue hardships.

### *Public Improvements*

Operation of the Authority's system is considerably affected by the construction incident to the City's extensive program of public improvements. These improvements will result in a better city and better operating conditions for the Authority but the work creates temporary conditions requiring rerouting, changes in track alignment and grade and introduces service interruptions.

Among such improvements scheduled for 1953 are three new bridges over which CTA operates. Extensive repairs are contemplated on 17 bridges and also on a number of viaducts. Various railroad grade separation projects will be under way.

Active work will continue on the Congress Street Superhighway as well as on the Wacker Drive extension and the North Route Superhighway. Preliminary work will begin on the Northwest Expressway. The repaving of forty-seven miles of street is contemplated by the City of Chicago, practically all over streets on which the Authority operates. Similar work will also be done by the Cook County Highway Department within the City area.

### *Modernizatation Status*

Expenditures for improvements, in addition to current renewals, were $5,789,000 in 1952. This was for the surface and rapid transit systems.

Modernization expenditures to date are:

| | |
|---|---|
| Expended for Modernization from inception of the Authority to December 31, 1951 | $65,416,000 |
| Modernization expenditures during the year ended December 31, 1952 | $ 5,789,000 |
| Total to December 31, 1952 | $71,205,000 |

Of the expenditures made in 1952, $3,536,710 was for new equipment.

## Administrative Activities

### *Rates of Fare*

The last fare change prior to the first of the year was on August 1, 1951, except for the $1.25 downtown zone weekly pass on the surface system which became effective October 30, 1951. On June 1, 1952, new interim fare rates became effective.

On the surface system general fares were increased from 17c to 20c cash or 5 for 85c tokens. Express bus fares were changed from 18c cash to 20c cash or 5 for 90c tokens. Children and school fares were changed from 8c cash to 10c cash or 5 for 40c tickets. The $1.25 weekly downtown zone pass was discontinued.

On the rapid transit system middle zone fares were increased from 18c cash to 20c cash or 5 for 90c tokens. Children and school fares were changed from 8c cash to 10c or 5 for 40c tickets.

Local rides in the north or west zone of the rapid transit system were increased from 17c cash to 20c cash or 5 for 85c tokens. Children and School fares in these areas were changed from 8c cash to 10c or 5 for 40c tickets. There was no change in the rate for the adult two-zone through ride which remained at 25c.

**Boulevard System Fares**

Effective 12:01 A.M., October 1, 1952, when the Authority acquired the operating properties of Chicago Motor Coach Company, now known as the boulevard system, the general fares and transfer privileges for adults and children on that system became the same as the rates, fares and charges and transfer privileges applicable to the surface system of the Authority.

At that time the surface system express bus fares were reduced from 20c cash or 5 for 90c tokens to 20c cash or 5 for 85c tokens, which was the same as the general adult fares. On the two parking lot shuttle bus services operated by the boulevard system the fares for rides without transfer were set at 10c for adults and 5c for children and school fares. Combination rides with commutation or multiple ride tickets on certain railroads with terminals west of the river continued to be permitted through the sale of commuter bus coupons which would permit rides on the boulevard system to be taken at a cost of 10c per ride within limited zones.

**Shuttle Bus Routes**

By action of the Board on December 19, 1952, to become effective February 1, 1953, sale and use of the 10c railroad commuter bus coupons is discontinued. On that date shuttle bus service in the Central Business District expanded to five routes and adult rides, without transfer, may be taken thereon for 10c cash. These services may be used by transfer passengers, and children or school children at the general rates applicable to the surface system.

Transfer privileges are universal at general fare rates. Adults who transfer from surface or boulevard routes after paying a token (5 for 85c) fare, pay one cent additional when entering a rapid transit station.

**Fare Boxes**

The Authority has provided for protection and better accounting of its revenues through the use of fare boxes on the surface system. In addition to the 1,000 electrically operated fare boxes which were placed in service in 1949, the Authority acquired 2,200 used slot-type electrically operated fare boxes during the past year. These were rebuilt to accept the type of tokens and coins required in payment of fare at the established rates. This will enable all scheduled streetcars and buses to be equipped with registering fare collecting devices. Also acquired were the 640 modern electrically operated registering fare boxes which service the equipment of the boulevard system.

### *Wage Agreements*

The wage agreements made in 1951 have continued in effect throughout the year 1952. These agreements can be opened by either the Authority or the unions prior to May 31, 1953, but are effective to that date.

They provided for an additional three cents per hour beginning January 1, 1952 and an additional four cents per hour beginning June 1, 1952, making the maximum rate for bus operators $1.84. In addition to the basic pay rate there is a quarterly adjustment for the cost of living allowance which is based on the Consumers Price Index For Moderate Income Families for Chicago. As of January, 1953, this cost of living allowance was six cents per hour. As of the close of the year each one cent in the wage rate per hour represented a cost to the Authority of approximately $450,000 annually. The wage rates in effect on the boulevard system were the same as those on other portions of the Authority's operations.

### *Retirement Plan*

The Retirement Plan for Chicago Transit Authority Employes, originally effective on June 1, 1949, was amended in several respects, effective June 1, 1952. The amendments were made by agreement between the Authority and the unions involved. The rate of contribution to the fund was amended for periods after June 1, 1950 so that the following stated percentages of employes' compensation have been or will be contributed by the employes and the Authority respectively.

| *Period* | *Employes* | *Authority* |
|---|---|---|
| June 1, 1949 to May 31, 1950 | Two (2) per cent | Three (3) per cent |
| June 1, 1950 to May 31, 1951 | Two (2) per cent | Four (4) per cent |
| June 1, 1951 to Dec. 31, 1952 | Two and one-half (2.5) per cent | Five (5) per cent |
| Jan. 1, 1953 to Dec. 31, 1953 | Three (3) per cent | Six (6) per cent |
| Jan. 1, 1954 to Dec. 31, 1955 | Three and one-half (3.5) per cent | Seven (7) per cent |

Voluntary early retirement was changed from age 55 to age 58.

The plan as amended will be in effect to December 31, 1955 and will automatically continue for successive periods of three years thereafter. Either party may propose amendments by giving notice to the other party not more than ninety days or less than sixty days prior to December 31, 1955, or prior to the end of any three-year period thereafter during which the agreement is continued. In the event no agreement is reached on the matter of amendments it shall be submitted to arbitration.

**Plan Year Changed**

By agreement, and with the approval of Chicago Transit Board, the retirement plan year, which was the twelve months ended May 31, was changed to a calendar year basis.

As of December 31, 1952, 4,379 employes were being paid retirement benefits under our retirement plan. Excluding the boulevard system, the total payments made by employes during the year were $1,815,539. In this period the Authority contributed $3,618,173. The total payments to retired employes, their beneficiaries, and as refunds to employes leaving the service were $4,160,429.

### *Insurance*

The major portion of our fire insurance expired on November 21, 1952 and December 1, 1952. In preparing for renewal, the Property Accounting Department developed a new insurable value of CTA property as of January 1, 1952. With the assistance of our Broker of Record, the Cook County Inspection Bureau developed a blanket fire insurance rate covering the Authority's properties. On November 21, 1952, $67,785,000 of ordinary risk insurance, formerly placed through the stock companies, was not renewed, and on December 1, 1952, $18,673,000 of superior risk insurance was not renewed, and the CTA became a self-insurer on all risks involving fire, with the exception of $22,574,985 of rolling stock which is being purchased under the Equipment Trust Agreements.

Effective November 21, 1952, $1,000,000 of fire insurance, in excess of the first $500,000 was placed for a one-year period, covering our property previously insured through the stock insurance companies. The properties insured have an insurable value of $84,000,000.

On October 1, 1952 the Authority acquired properties of Chicago Motor Coach Company. These properties were insured as follows:

Garage and Shops and Contents—$2,400,000
Expires October 29, 1956
Rolling Stock—$6,716,500
Expires August 7, 1953

**Saving by Self-Insuring**

Those policies are being allowed to continue until expiration date at which time under the present policy of self insurance they will not be renewed. It is estimated, based on past experience with losses, that an average annual saving of $94,000 will result to CTA because of its self-insurer policy.

During the year there were 525 inspections made by our insurance inspector, and 491 fire drills reported. Besides the inspection made by the Cook County Inspection Bureau in connection with developing the new blanket rate, the surface system was inspected by engineers of Rollins Burdick Hunter Company, and the rapid transit system by engineers of Marsh and McLennan, Incorporated.

The Authority also carried Public Liability Insurance on a number of specific items as well as financial risk insurance and boiler insurance.

As of December 31, 1952, 16,569 employes (excluding the boulevard system) were covered under our group life insurance. The boulevard system employes were included under our policy but with some modifications as to coverage due to agreement with their union. Most employes were likewise covered for accident and sickness health insurance and for hospital and surgical insurance.

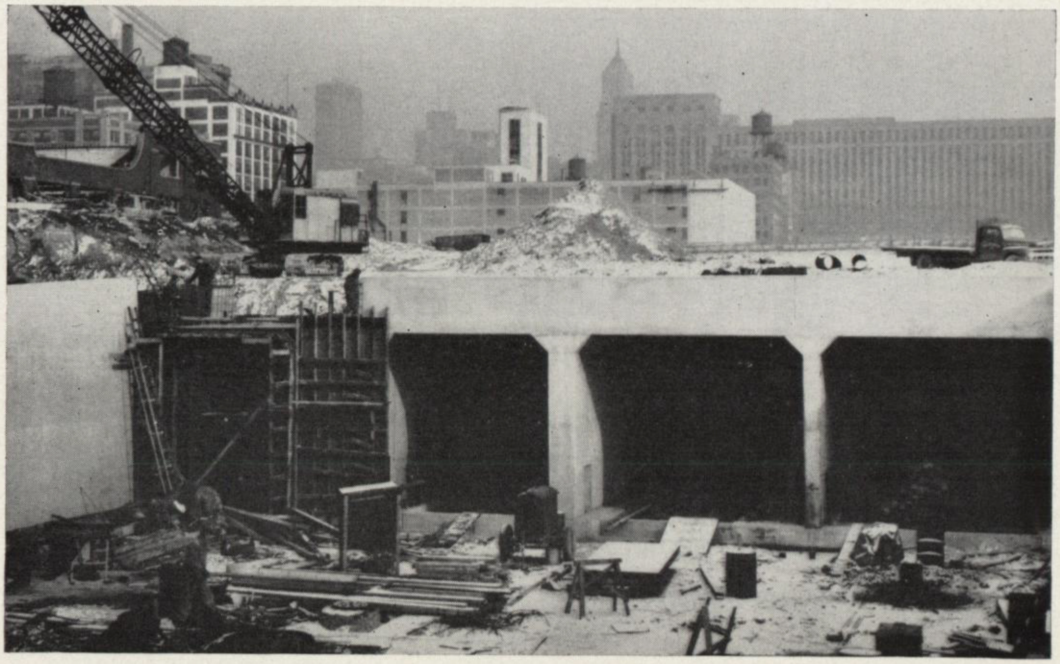
### *North Shore Contract*

New agreements were entered into between the Authority and Chicago North Shore and Milwaukee Railway Company covering the joint use of facilities. The agreements are for the period May 1, 1952 to May 1, 1953 and may be extended by mutual consent.

The fee for use of the Authority's tracks and for power supply was increased from 16 cents per car mile to 22 cents per car mile. This includes power supplied and is for use of tracks by North Shore whether owned or leased by the Authority. Provision has also been made for terms under which stations and other facilities may be used by North Shore.

The trackage fee for use by the Authority of the North Shore tracks from Howard Street to the Skokie Shops of the Authority was formerly based on proration of all expenses of this particular branch. It is now based on payment by the Authority of a flat 22 cents per car mile.

New General Managers' agreements relating to details of operation and maintenance were executed. All former agreements, amendments, letters of agreement, and General Managers' agreements between the former Rapid Transit Company and the North Shore Company were cancelled.



**Portal of Congress Street Subway.**

## *Law Activities*

As stated in this report, under the heading of Management and Personnel, the Law Department has been made responsible for conducting litigations and for advising the Claim Department upon questions of law pertaining to claims and suits.

During the calendar year 1,603 suits arising out of claims were disposed of by settlements and trials.

The Law Department disposed of an unusual volume of matters other than claim litigations.

The underwriting and refunding of Equipment Trust obligations during the year amounted in the aggregate to $10,660,000 in principal amount. These transactions required Law Department approval of legal aspects.

The Law Department assisted in negotiating and drafting a new agreement for the use of Transit Authority right-of-way and facilities by Chicago North Shore and Milwaukee Railway Company.

**Sale of Bonds**

During a period of four months, a considerable amount of time was spent by department lawyers in connection with the purchase of the Chicago Motor Coach System and the issuance of the revenue certificates in the amount of $23,000,000 issued to finance that purchase and to provide for additional improvements of the transportation system of the Authority.

Acquisition of Chicago Motor Coach properties resulted in disposing of several important litigations through dismissal of pending proceedings. These included the suit by which Chicago Motor Coach Company sought to enjoin the Authority from extending operations on Austin Boulevard where Chicago Motor Coach Company maintained service; the suit involving the respective claims of the Authority and the Coach Company arising out of the intersystem transfer arrangement; and the application of the Coach Company for a certificate of convenience and necessity to operate on various city streets upon which Transit Authority operations had already been authorized by the City of Chicago. This proceeding would have become a test case of the "Little Home Rule Act" and the ordinance grant by the City of Chicago to the Transit Authority for exclusive use of streets for a term of fifty years.

**Litigations Disposed**

Other important litigations disposed of during the year were:

The two suits between the 79 West Monroe Building Corporation and the Authority arising out of the retaining of space in that building, during delay in delivering of space in the Merchandise Mart, were settled by compromise.

After contested hearings the Authority secured approval of the Board of Zoning Appeals for an off-street trolley bus terminal located at Fairbanks Court and Ontario Street.

Two former employes sued for reinstatement in jobs from which they had been discharged for cause. The first of these cases was disposed of in favor of the Authority by dismissal of the proceeding. The other suit is still pending but in the opinion of the Law Department should also be dismissed.

The City of Berwyn brought another suit to enjoin the Authority from dismantling the portion of the Douglas Park Elevated which lies in the City of Berwyn. The suit was dismissed by the trial judge. Preliminary steps for appeal were taken but were abandoned.

In a suit brought by property owners in the vicinity of the Lawndale Depot, an attempt was made to enjoin propane gas storage at the depot. The Court refused to issue an injunction. Plaintiffs also claim monetary damages but it is the opinion of this department that the claim will not be sustained.

### *Claims*

The following is the comparative record of claims and suits in injury and damage cases which were disposed of in the years 1951 and 1952.

| | Suits | | Claims | |
|---|---|---|---|---|
| | 1951 | 1952 | 1951 | 1952 |
| Number Disposed of | 1,365 | 1,603 | 19,912 | 20,742 |
| Total Cost, Including Overhead Expense | $2,641,300 | $2,989,575 | $2,812,860 | $3,225,063 |
| Total Cost per unit disposed of | $ 1,935 | $ 1,865 | $ 141 | $ 156 |

There is, of course, some lag in the settlement of claims which cannot all be disposed of within the year in which the incidents occurred. Subject to such fluctuations, the amount paid in settlement of claims and suits per 100,000 passengers, averaging the years 1951 and 1952, for the several types of vehicles is as follows:

| | |
|---|---|
| Streetcars | $555 |
| Buses | $237 |
| Rapid Transit | $220 |

With the continued conversion from streetcars to bus operation the future expectancy appears to be hopeful.

### *Accident Prevention*

A substantial reduction in accidents was achieved during 1952. A preliminary report on total accidents on the CTA system is shown below:

| Total Reported Accidents | 1952 | 1951 | Per Cent Change |
|---|---|---|---|
| Surface System Public Accidents | 22,983 | 30,020 | —23.4 |
| Rapid Transit System Public Accidents | 2,850 | 3,079 | — 7.5 |
| Industrial Accidents | 1,857 | 2,286 | —18.7 |
| Total | 27,690 | 35,385 | —21.8 |

Even more significant in the case of our public accidents is the reduction obtained in frequency rates. On the surface system, there were 14 traffic type accidents per 100,000 vehicle miles in 1952 as compared with 17 in 1951. Motor buses made a particularly good record with the frequency rate being reduced from 14 to 11.

The total accident frequency rate per 100,000 miles operated on the rapid transit system decreased from 2.07 in 1951 to 1.77 in 1952.

## *Public Information*

The Chicago Transit Authority during 1952 continued its policy of regularly informing the public of its activities which are of general interest.

Administration of this program is the responsibility of the Department of Public Information. Included under the general supervision of the department are public and press relations, information and complaint service, publicity, advertising, promotional projects, revenue-producing contracts covering concessions and commercial advertising on CTA vehicles and properties, charter service, and the publication of the employe magazine, CTA TRANSIT NEWS.

News releases were distributed to metropolitan dailies, community and foreign language newspapers, news service agencies and radio and television stations at frequent intervals throughout the year. These stories reported the arrival of new equipment, changes in service, the establishment of new terminals, outlined the progress of negotiations involved in the purchase of the properties of Chicago Motor Coach Company, and covered many other operating and financial matters.

News digests, containing a brief resume of all news material released were mailed monthly to investment agencies and other interested organizations and individuals.

**Promotional Advertising**

Various media were used during 1952 in the Authority's advertising-promotion activities.

Paid newspaper advertising appeared in the metropolitan daily press during the fall months to announce and outline the objectives and advantages to the riding public of the purchase of the Chicago Motor Coach properties which represented the achievement of a fifty-year goal—complete unification of all major local transportation facilities in the city.

Advertising material on CTA vehicles and properties—car cards, posters, structure display signs, etc.—served as the backbone of the Authority's promotional-institutional campaign during 1952. CTA continues to be one of the most extensive users of such material in the transit industry. Emphasis is placed on this phase of our public information program for two reasons—(a) these media directly reach CTA riders, both regular and occasional; (b) it is space of high commercial value, available to CTA at no out-of-pocket cost other than the production of the advertising matter.

**Service Information**

The pulse of public reaction to the Authority's service, facilities and all phases of its operations centers in the Service Section which processes communications expressing constructive criticism as well as suggestions for changes in service or operating methods. Telephoned complaints are handled as received, and written reports sent to the departments involved for corrective action. Written complaints are investigated and acknowledged individually, and transmitted to the proper departments for full consideration and action.

A new booklet—"How to Use the 'L'-Subway Lines"—was introduced to transit riders during the year. Its purpose is to explain in detail the rapid transit operations of the Authority to reduce some confusion which exists as a result of the introduction of "A" and "B" express service and other inovations established by CTA over a period of several years. Twenty-five thousand copies of these booklets were printed. It was first offered to Chicagoans during September and October through television announcements on WBKB, and was later publicized through car card displays and "take-one" leaflets. Thousands of requests for copies by mail, telephone, and personal visits at the Authority's offices have been received.

**Chicago Facts**

Late in September, 1952, the Authority launched a novel "Chicago Promotional Series" on the reverse side of its surface system transfers, which appear on the transfers on days when the space is not sold to commercial advertisers. The Chicago facts are designed to spotlight Chicago's leadership in business, industry, finance and culture and to stimulate, in its citizens, a greater pride in the achievements of their home town. Source of the factual material used is the Chicago Association of Commerce and Industry.

**Rider's Reader and Transit News**

The Authority continued to distribute bi-monthly issues of the RIDER'S READER publication to its patrons through the "take-one" boxes on CTA vehicles. As the year ended a new format for a "take-one" folder, to be issued monthly, was being developed. The new publication will feature the "Bill Saver Family" in friendly discussions of CTA service and problems.

Because employes are Chicago Transit Authority's front line of contact with patrons of the system, the employe publication — TRANSIT NEWS — is prepared and published. This magazine, which won national honors as best in its class and was the grand prize winner as the outstanding employe publication in the transit industry during 1951, was published bi-monthly during 1952. At the year's end, it was scheduled to resume publishing on a monthly basis in 1953.

**Community Relations**

CTA continued to offer a helping hand to worthy civic, patriotic and charitable organizations throughout the year, as part of its *community* relations program. Free advertising space on CTA vehicles and properties was made available to promote events and money-raising campaigns conducted by such groups as the Community Fund, Red Cross, Cancer Society, Heart Association, Arthritis Foundation, Shrine Hospital for Crippled Children, Easter Seals, Christmas Seals, Boy Scouts, Girl Scouts and many others. The same space was used to assist the recruiting drives of the armed forces and to encourage the sale of United States Government bonds, as well as to direct attention to public recreational facilities in the parks and forest preserves and to give impetus to civic-sponsored traffic, safety and clean-up campaigns.

Public speaking activities of the Authority were substantially accelerated during 1952. Participating in this program are executives and department heads as well as a group of young men who are enrolled in CTA student engineer training program.

For many years, money raising drives for the Red Cross and Community Fund have been conducted among employes of the CTA and its predecessor companies. During 1952 the Authority participated with CTA labor representatives and Red Cross and Community Fund executives in the development of a single fund raising plan for employe contributions to these two organizations on a continuing, monthly payroll deduction basis. Figures available at the year's end indicated that the plan was developing substantially increased amounts for both Community Fund and Red Cross.

**Revenue Contracts**

Income from the advertising franchise and various concessions for the years 1952 and 1951 was as follows:

| Item | 1952 | 1951 |
|---|---|---|
| Card and Poster Advertising: | | |
| Surface Lines and Rapid Transit | $823,787 | $864,549 |
| Boulevard Lines (3 months) | 31,815 | — |
| Transfer Advertising | 19,583 | — |
| Newsstands | 77,199 | 74,315 |
| Vending—Soft Drinks | 36,715 | 27,814 |
| —Candy, Gum and Nuts | 52,462 | 56,725 |
| Parcel Lockers | 5,611 | 4,874 |

Vending concessions for the benefit of employes are also operated at garages, depots, carhouses, shops and offices. Commissions for these vending privileges —$8,995 for the year 1952—are credited to the Employe Welfare Fund.

**Charter Service**

The year 1952 was the first full year of Charter Service sales since administration of the service was reorganized late in 1951. A rather extensive advertising campaign has been maintained to promote this service by means of direct mail, community newspapers, and a wide use of the Authority's own media—car cards, traveling displays, and transfer-ads.

The public response to the Authority's Charter Service has been enthusiastic. On an active holiday there have been as many as 137 Authority buses in this service.

Charter Service revenues for 1952 were $95,011, of which $16,584 was from 3 months operations of the boulevard system. The Authority's revenues from this source for 1951 were $35,048.

### *Chicago Transit Board*

The term for which Mr. Ralph Budd was appointed as a Board Member expired on September 1, 1952. In accordance with the provisions of the Metropolitan Transit Authority Act he continues to serve until a successor has been appointed and has qualified. On August 20, 1952, the Board elected Mr. Budd as Chairman, effective September 1, 1952, for a term of three years or until a successor Board Member has been appointed and has qualified.

During the calendar year 1952, Chicago Transit Board held forty-six Board meetings for the transaction of official business. Numerous informal conferences on policy matters were held during the year, which was particularly active by reason of the negotiations for, financing and completion of the purchase of the Chicago Motor Coach Company properties.

On May 29, 1952, the offices of the Board were moved to the Merchandise Mart Building and the principal office of Chicago Transit Authority was established at Room 734, Merchandise Mart Plaza, Chicago 54, Cook County, Illinois.

**Incline to Elevated from Temporary Surface Track in Van Buren Street.**

## *Management and Personnel*

By ordinance of the Board, passed on April 24, 1952, the accident investigation department was abolished and the claim department was established for the settlement of claims and suits. The claim department, under the direction and supervision of a General Superintendent of Investigations and Claims, is made responsible for processing, investigating and determining the amounts to be paid in settlement of all claims brought against the Authority or by the Authority against others. Special procedures have been established for large settlements.

**Organization Changes**

All lawyers in the accident investigation department were transferred to the department of law. The General Attorney is responsible for the conduct of all suits arising out of claims for personal injury or property damage brought against the Authority or by the Authority against others and is responsible for the preparation and trial of such suits. The General Attorney is also responsible for advising the claim department with respect to questions of law arising out of all claims and suits. This reorganization was effected to expedite the settlement of claims and reduce the cost of handling them.

**Consultants**

Consultants were called upon to study the procedures in handling materials and supplies and their recommendations were followed, which led to greater economy. Recommendations were also received from consultants which led to more economical handling of equipment maintenance.

**Employe Suggestion Plan**

The Board authorized the establishment of an employe suggestion plan. While suggestion plans had previously been in effect from time to time in individual departments this was the first time that such a plan was established on a system-wide basis.

The plan, which went into effect on October 1, 1952, was established with the purpose of stimulating cooperation, efficiency and satisfaction in the work that employes perform individually and as an organization. The objective is to develop continuing improvements in service—service to the public, service to Chicago Transit Authority and service to the employe.

Employe suggestions are analyzed, passed upon and evaluated by the employe suggestion committee of which the General Manager is chairman. The detailed direction of the plan is carried out by M. Korosy, Executive Secretary of the committee. In the period from October 1 to December 31, 1952, a total of 767 suggestions were received. Of these, 607 had been acted on by the close of the year and 24 suggestions had been accepted and cash payments were made to these individuals on recommendation of the committee.

**Appointments and Retirements**

With the establishment of the claim department, Charles J. Mersch was appointed general superintendent of investigations and claims.

Robert J. McKinney, general superintendent of transportation, retired and the position was filled by Thomas B. O'Connor.

Charles A. Burns, who had been acting treasurer, was appointed treasurer of Chicago Transit Authority.

**Employment Problems**

A total of 1,858 surface system operators left for various reasons during the year and we were able to hire and reinstate only 670 new employes as replacements. This situation has resulted in an increasing cost to the Authority because of the additional overtime hours required for the filling of schedule runs. Offsetting this loss, in part, a number of conversions from two-man to one-man operation during the year produced additional manpower. Moreover, the number of scheduled runs decreased somewhat because of traffic loss and this reduced the overall manpower requirement, but substantial overall shortages still exist.

In 1952, 11,929 new applicants applied for employment; of these 1,210 were hired in all job classifications. This compares with 14,990 new applicants in 1951 of whom 1,850 were hired.

**Job Analysis**

The necessary record controls were maintained and a continuous check was made in an effort to keep all job analyses current with changing job duties.

Classification of employes receiving monthly salaries in excess of $504.26 and not included in Clerical Classification Grade 1 to 11, inclusive, was completed and submitted for review and acceptance. This classification did not include employes in the Foreman category or hourly rated employes. These jobs will be covered by separate classifications.

The purchase of the former Chicago Motor Coach Company on October 1 brought about a new job of classification and analysis. Formative steps were taken to accomplish this objective. It is anticipated that this work will be actively undertaken during the coming year. It is also hoped that the necessary detail can be worked out for the posting of job vacancies on a completely uniform basis throughout the boulevard system and other Transit Authority properties.

**Training Activities**

The Training Department was re-established in the Authority on September 1, 1950. At this time and during the greater part of 1951, CTA was modernizing equipment and changing service at a pace unheard of in the transit industry. Of necessity, the activities of the Training Department were devoted almost wholly to the training of personnel on new or modified equipment and on changes in service. During 1952, emphasis shifted from equipment and service changes to changes in operating procedures for the various classifications of operating personnel.

Because such a high percentage of operating personnel employed were initially sent to stations where they would be required to operate one-man cars, and because there was little doubt that these same personnel would soon be required to operate buses, the program was designed to qualify all new personnel as One-man Car Operators and Bus Operators. In addition, those personnel assigned to stations where they would be required to operate streetcars were qualified as Motormen and Conductors.

The purchase of the Chicago Motor Coach Company necessitated the immediate instruction of all Chicago Transit Authority and Chicago Motor Coach Company Operating Personnel on the major changes in service and operating procedures. Subsequent instruction, standardizing operating procedures of the two companies was also required.

The merger took place with minimum of confusion despite the many operating changes and the extremely short time available for preparation and training.

**Total Employes**

The number of employes on the surface and rapid transit systems at the close of the year were 16,237. The boulevard system had 1,272 employes or the total employed by the Authority was 17,509.

## *Planning for 1953*

Orders were placed in 1952 (and early 1953) for the conversion of 150 PCC streetcars to modern rapid transit trains and the purchase of 300 propane fueled motor buses. The financing has been arranged for this equipment. This is the beginning of total orders contemplated for 250 conversions of PCC streetcars to rapid transit cars and the purchase of 500 buses. Probably the last 200 buses to be ordered in this group will be trolley buses. This will constitute another substantial phase in the Authority's modernization plan for the system. This phase will be financed in part from funds obtained by the sale of $23,000,000 of revenue bonds in 1952 and is also dependent in part on the sale of equipment trust certificates.

**Additional Improvements**

Funds from the bond sale will also permit substantial work to be done in providing adequate housing and servicing facilities for the bus program. The outstanding project in this group is for the housing and servicing facilities to be constructed, for the use of modern motor buses and trolley buses, on the property located at Elston & Armstrong Avenues. Further conversions of carhouses to bus garages will continue, with a major project of this nature at the 69th Street and Ashland Avenue carhouse.

Various improvements are contemplated for the rapid transit system including among them the installation of automatic crossing gates at a number of locations where the rapid transit trains operate on the surface.

The effects of and need for rush hour parking controls have previously been demonstrated. The Authority will, in the coming year, make extensive studies to classify our routes in their need for rush hour parking controls, so that those ordinances already passed may be retained. It is anticipated that the data developed by these studies will be utilized to extend the rush hour parking program to other streets not now included.

**Congress Street Superhighway**

The City of Chicago has been authorized to issue bonds for the construction of the Congress Street Subway. It is contemplated that actual construction work may be commenced in 1953. Related to this subway work and the Congress Street Superhighway is the beginning of the surface operation on the Garfield Park Branch of the rapid transit, which operation will continue throughout the construction period. The start of this temporary operation will be closely followed by rerouting of the Douglas Park rapid transit trains over the old Northwest branch and a connection with the Lake Street elevated, and continue to the loop over this route in place of the main line metropolitan branch from which some track and structure must be removed.

The Authority seeks an early solution to the problem of operation west of Laramie Avenue in the section where the track is owned by Chicago Aurora and Elgin Railway Company.

## *Acknowledgements*

The Board is grateful for the fine cooperation it has received, from all parties concerned, in the negotiations for the purchase of Chicago Motor Coach Company and in completing the financing of the purchase.

It welcomes the employes of the boulevard system to the staff of the Authority, and is assured that they will make contributions toward improving the unified system's service to the public.

The Board acknowledges the response of all its employes in taking on additional work where required to maintain service, although faced with manpower shortages.

Appreciation is expressed to the City of Chicago, State of Illinois and other governmental agencies, who have all been helpful in resolving the problems in local transit brought about by the construction work on the Congress Street Superhighway, the bridge program, repaving program and other public improvements.

By Order of the Board

Ralph Budd

Chairman

Room 734
Merchandise Mart Plaza
Chicago 54, Illinois
April 24, 1953

To Chicago Transit Board,
Chicago Transit Authority:

We have examined the balance sheet of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 31, 1952, and the related statements of income, of accumulated net earnings, of application of revenues and of funds for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. We previously had made a similar examination for the year ended December 31, 1951.

In our opinion, the accompanying balance sheet and related statements of income, of accumulated net earnings and of funds present fairly the financial position of Chicago Transit Authority as of December 31, 1952, and the results of its operations and fund transactions for the year then ended, and were prepared in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding period.

It is our further opinion that the accompanying statement of application of revenues presents fairly the distribution made of revenues of Chicago Transit Authority for the year ended December 31, 1952, and was prepared in accordance with the provisions of the Trust Agreement securing the Revenue Bonds.

ARTHUR ANDERSEN & CO.

Chicago, Illinois,
March 2, 1953.

## Assets

| | December 31<br>1952 | <br>1951 |
|---|---|---|
| **Transportation Property, at cost** | $147,748,507 | $125,698,532 |
| **Reserve for Depreciation** | 24,234,402 | 18,198,112 |
| | $123,514,105 | $107,500,420 |
| **Special Funds:** | | |
| Cash and U. S. Government Securities (see accompanying statement of funds): | | |
| Under control of Revenue Bond Trustee— | | |
| Transit Revenue | $ — | $ — |
| Series of 1947 Serial Bond Maturity | 500,000 | — |
| Revenue Bond Reserves | 6,446,000 | 5,596,169 |
| Depreciation Reserve | 1,743,475 | 2,195,639 |
| Revenue Bond Amortization | 300,000 | — |
| Operating Expense Reserve | 1,488,736 | 588,736 |
| Modernization | 5,601,266 | 20,280 |
| | $ 16,079,477 | $ 8,400,824 |
| Under control of Equipment Trustees (for purchase of equipment) | — | 1,690,216 |
| Damage Reserve | 1,556,624 | 1,915,134 |
| | $ 17,636,101 | $ 12,006,174 |
| **Current Assets:** | | |
| Cash, U. S. Government and municipal securities (see accompanying statement of funds)— | | |
| Working cash (including $5,000,000 provided from Revenue Bond proceeds) | $ 11,268,402 | $ 10,917,996 |
| Deposits for payment of interest on Revenue Bonds | 2,425,520 | 1,908,020 |
| Deposits for payment of interest on Equipment Trust Certificates | 109,672 | 254,931 |
| | $ 13,803,594 | $ 13,080,947 |
| Accounts receivable | 1,332,739 | 501,401 |
| Materials and supplies, at average cost | 7,205,244 | 7,393,429 |
| Prepayments and other current assets | 607,152 | 725,144 |
| | $ 22,948,729 | $ 21,700,921 |
| **Deferred Charges:** | | |
| Discount on Series of 1952 Revenue Bonds | $ 1,017,750 | $ — |
| Other | 275,810 | 108,217 |
| | $165,392,495 | $141,315,732 |

( ) Denotes deduction.

The accompanying note is an integral part of these balance sheets.

## Liabilities

| | December 31<br>1952 | 1951 |
|---|---|---|
| **Long-Term Debt (see accompanying statement):** | | |
| Revenue Bonds | $128,000,000 | $105,000,000 |
| Equipment Trust Certificates, after deducting funds of $1,566,672 and $2,310,052, respectively, held by Trustees for payment—Note | 7,833,328 | 12,123,948 |
| | $135,833,328 | $117,123,948 |
| **Accumulated Net Earnings (see accompanying statement):** | | |
| Portion allocated in accordance with Revenue Bond Trust Agreement for— | | |
| Debt service requirements— | | |
| Serial Bond Maturity | $ 500,000 | $ — |
| Revenue Bond Reserves | 6,446,000 | 5,596,169 |
| Revenue Bond Amortization | 300,000 | — |
| Operating Expense Reserve | 1,488,736 | 588,736 |
| Modernization | 415,781 | 120,085 |
| Other | 90,821 | 61,369 |
| Unappropriated net revenues (deficiency) | — | (61,778) |
| | $ 9,241,338 | $ 6,304,581 |
| Financing costs not deductible from revenues in accordance with Revenue Bond Trust Agreement | (1,624,334) | (822,473) |
| | $ 7,617,004 | $ 5,482,108 |
| **Current Liabilities:** | | |
| Accounts payable | $ 4,236,915 | $ 4,345,746 |
| Accrued wages | 5,596,222 | 2,827,227 |
| Accrued interest on Revenue Bonds | 2,425,520 | 1,908,020 |
| Accrued interest on Equipment Trust Certificates | 109,672 | 254,931 |
| Unredeemed tickets and tokens | 696,164 | 144,322 |
| | $ 13,064,493 | $ 9,480,246 |
| **Deferred Liability** (for repaving of abandoned right of way) | $ 1,562,166 | $ 1,555,416 |
| **Damage Reserve** | $ 7,315,504 | $ 7,674,014 |
| **Equipment Commitments—Note** | | |
| | $165,392,495 | $141,315,732 |

# Note to Balance Sheets

**December 31, 1952**

The Authority has entered into an agreement with John Nuveen & Co., which provides, subject to certain conditions, for the sale of new Equipment Trust Certificates (not to exceed $15,000,000 principal amount) in such amounts that the aggregate amounts of all certificates outstanding at any time will not exceed $15,000,000.

Pursuant to this agreement, the Authority has authorized the sale on April 2, 1953, of $7,950,000 principal amount of Series 4 Equipment Trust Certificates, having an average interest cost of 4.6% and maturing 1955 to 1960. The proceeds from the sale of these Certificates together with $1,590,000 of Modernization funds and $1,862,000, to be received from the sale of 133 P. C. C. streetcars, certain parts of which will be incorporated into elevated-subway cars, will be deposited with the Trustee and used for the purchase of 266 propane buses at a contract cost of $5,094,070 and 133 elevated-subway cars (incorporating certain parts of the P. C. C. streetcars to be sold to the manufacturer) at a contract cost of $6,162,156. All of this new equipment will be pledged as collateral for the Series 4 Equipment Trust Certificates.

In addition to the above equipment, the Authority has ordered 34 propane buses at a contract cost of $659,430 and 17 elevated-subway cars (incorporating certain parts of the P. C. C. streetcars to be sold to the manufacturer) at a contract cost of $787,644. It is anticipated that this equipment will be purchased with the proceeds from additional issues of Equipment Trust Certificates, as presently outstanding Certificates mature, proceeds of $238,000 to be received from the sale of 17 P. C. C. streetcars to the equipment manufacturer and Modernization funds.

SEE INSIDE PAGES FOR
STATEMENT OF
LONG-TERM DEBT

Car Houses Were Rebuilt for Bus Storage.

|  |  | Equipment Trust Certificates (Note 1) |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
| 2 | Total Equipment Trust Certificates | Series 1 Refunding |  | Series 2 Refunding |  | Series 3 Refunding |  |
| ount |  | Interest Rate | Amount | Interest Rate | Amount | Interest Rate | Amount |
| — | $4,700,000 | 3½% | $ 3,500,000 | 3½% | $ 800,000 | 3½% | $ 400,000 |
| — | 4,700,000 | 3½ | 3,500,000 | 3½ | 800,000 | 3½ | 400,000 |
| — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — |
| 00,000 | — | — | — | — | — | — | — |
| 00,000 | $9,400,000 |  | $ 7,000,000 |  | $1,600,000 |  | $ 800,000 |
| — | 1,566,672 |  | 1,166,668 |  | 266,668 |  | 133,336 |
| 00,000 | $7,833,328 |  | $ 5,833,332 |  | $1,333,332 |  | $ 666,664 |
| — |  |  |  |  |  |  |  |
| 46,000 |  |  |  |  |  |  |  |
| 53,906 |  |  |  |  |  |  |  |
| 99,906 |  |  |  |  |  |  |  |
| — | $ — |  | $ — |  | $ — |  | $ — |
| — | — |  | — |  | — |  | — |
| 76,000 | — |  | — |  | — |  | — |
| — | — |  | — |  | — |  | — |
| — | 4,700,000 |  | 3,500,000 |  | 800,000 |  | 400,000 |
| 76,000 | $4,700,000 |  | $ 3,500,000 |  | $ 800,000 |  | $ 400,000 |

| Series 1 Refunding | Series 2 Refunding | Series 3 Refunding |
|---|---|---|
| $ 8,195,304 | $ — | $ — |
| 7,674,119 | — | — |
| 721,227 | — | — |
| — | 4,000,249 | — |
| — | — | 814,585 |
| — | — | 1,270,733 |
| $16,590,650 | $4,000,249 | $2,085,318 |

re to be made only after requirements have been fulfilled for principal and interest on the Revenue Bonds.

ave been made, $300,000 each quarter, and deficiencies, if any, in previous quarters within the year, in the Revenue Bond Amortization Fund.

# Statement of Long-Term Debt

## December 31, 1952

| | Revenue Bonds | | | | |
|---|---|---|---|---|---|
| | Total Revenue Bonds | Series of 1947 | | Series of 195 | |
| | | Interest Rate | Amount | Interest Rate | An |
| **Principal Amount by Year of Maturity:** | | | | | |
| 1953 | $ 1,000,000 | 3¼% | $ 1,000,000 | —% | $ — |
| 1954 | 1,800,000 | 3¼ | 1,800,000 | — | — |
| 1955 | 2,400,000 | 3¼ | 2,400,000 | — | — |
| 1956 | 2,800,000 | 3¼ | 2,800,000 | — | — |
| 1957 | 3,000,000 | 3¼ | 3,000,000 | — | — |
| 1958-1961 | 8,000,000 | 3⅜ | 8,000,000 | — | — |
| 1962-1965 | 8,000,000 | 3½ | 8,000,000 | — | — |
| 1966-1972 | 13,000,000 | 3⅝ | 13,000,000 | — | — |
| 1978 | 65,000,000 | 3¾ | 65,000,000 | — | — |
| 1982 | 23,000,000 | — | — | 4½ | 23,0 |
| Total outstanding | $128,000,000 | | $105,000,000 | | $ 23,0 |
| LESS—Cash held by Trustees for payment of principal (deducted from long-term debt in accompanying balance sheet) (Note 2) | — | | — | | — |
| LONG-TERM DEBT per balance sheet | $128,000,000 | | $105,000,000 | | $ 23,0 |
| OTHER DATA WITH RESPECT TO LONG-TERM DEBT: | | | | | |
| Funds on deposit or to be deposited with Revenue Bond Trustee, classified as special funds in balance sheet— | | | | | |
| Serial Bond Maturity | $ 500,000 | | $ 500,000 | | $ — |
| Revenue Bond Reserves | 6,446,000 | | 6,400,000 | | |
| Revenue Bond Amortization | 300,000 | | 246,094 | | |
| | $ 7,246,000 | | $ 7,146,094 | | $ |
| Deposits with Trustees (exclusive of interest) required in 1953 (Note 3)— | | | | | |
| Serial Bond Maturity, monthly deposits beginning July 1 of each year to pay Series of 1947 Revenue Bonds maturing the following July 1 | $ 1,400,000 | | $ 1,400,000 | | $ — |
| Revenue Bond Reserves— | | | | | |
| Series of 1947, required to be maintained at $6,400,000 | — | | — | | — |
| Series of 1952, $23,000 monthly until fund aggregates 6% of the principal amount of the then outstanding Series of 1952 Revenue Bonds | 276,000 | | — | | 2 |
| Revenue Bond sinking funds beginning July 1, 1957, and January 1, 1961, respectively | — | | — | | — |
| Equipment Trust Certificate maturities (Note 2) | — | | — | | — |
| | $ 1,676,000 | | $ 1,400,000 | | $ 2 |
| **Collateral at December 31, 1952—** | | | | | |
| Equipment held in name of Trustees (at contract cost)— | | | | | |
| 500 propane buses | | | | | |
| 200 elevated-subway cars | | | | | |
| 42 trolley buses | | | | | |
| 233 trolley buses | | | | | |
| 50 propane buses | | | | | |
| 74 trolley buses | | | | | |

NOTES:

(1) See balance sheet note for information regarding the proposed sale of additional Equipment Trust Certificates.

(2) Payments of principal and interest on all series of Equipment Trust Certificates are to be made from the Depreciation Reserve Fund, deposits to which a

(3) In addition to the above deposits, the Authority is also required to deposit from monies remaining after all required deposits in the Depreciation Fund h

# Statements of Income (See Note)

**For the Years Ended December 31, 1952 and 1951**

| | 1952 | 1951 |
|---|---|---|
| **Revenues** | $117,122,567 | $112,533,696 |
| **Operating Expenses:** | | |
| Operation and maintenance expenses— | | |
| Way and structures | $ 7,255,784 | $ 8,232,448 |
| Equipment | 14,685,337 | 13,220,034 |
| Power and fuel for equipment | 10,331,278 | 10,639,637 |
| Conducting transportation | 53,963,956 | 54,512,505 |
| General (including provisions of $5,856,128 and $5,304,270, respectively, for damage reserve) | 14,479,785 | 13,390,600 |
| | $100,716,140 | $ 99,995,224 |
| Depreciation | 9,369,805 | 7,500,000 |
| Municipal compensation (to be met by available credits under Franchise Ordinance and other agreements) | 386,530 | — |
| | $110,472,475 | $107,495,224 |
| Net operating income | $ 6,650,092 | $ 5,038,472 |
| **Interest Deductions:** | | |
| Interest on Revenue Bonds | $ 4,075,000 | $ 3,816,250 |
| Interest and redemption premium on Equipment Trust Certificates | 784,611 | 596,391 |
| Amortization of Revenue Bond discount | 17,250 | — |
| Interest earned on funds controlled by Revenue Bond Trustee | (65,969) | (68,561) |
| | $ 4,810,892 | $ 4,344,080 |
| Net income (see note) | $ 1,839,200 | $ 694,392 |

NOTE:

The above statements show the revenues, expenses and net income of the Authority for the years ended December 31, 1952 and 1951. These statements do not purport to show the disposition of gross revenues in the order of precedence required by the Trust Agreement securing the Revenue Bonds. Such information is presented in the accompanying statements of application of revenues.

Following is a reconciliation between the net income shown above and the final balances shown on the statements of application of revenues:

| | 1952 | 1951 |
|---|---|---|
| Net income | $ 1,839,200 | $ 694,392 |
| Add—Income items excluded from amount available for allocation— | | |
| Interest and redemption premium on Equipment Trust Certificates paid from Depreciation Reserve Fund | $ 784,611 | $ 596,391 |
| Amortization of Revenue Bond discount | 17,250 | — |
| Interest earned on funds controlled by Revenue Bond Trustee | (65,969) | (68,561) |
| | $ 735,892 | $ 527,830 |
| Less—Portion allocated for— | | |
| Debt service requirements—Revenue Bonds— | | |
| Serial Bond Maturity | $ 500,000 | $ — |
| Revenue Bond Reserves | 813,314 | 1,284,000 |
| Revenue Bond amortization | 300,000 | — |
| Portion of 1951 depreciation requirement not earned in that year | 61,778 | — |
| Operating Expense Reserve | 900,000 | — |
| | $ 2,575,092 | $ 1,284,000 |
| Unappropriated net revenues (deficiency) | $ — | $ (61,778) |

( ) Denotes deduction.

SEE INSIDE PAGES FOR
STATEMENT OF
ACCUMULATED NET EARNINGS

| Accordance With Revenue Bond Trust Agreement For— | | | | | |
|---|---|---|---|---|---|
| | | | Other | | Financing Costs Not Deductible from Revenues (Note 1) |
| venue Bond rtization | Operating Expense Reserve | Modernization | (Depreciation Fund and Special Modernization) | Unallocated Net Earnings | |
| — | $ 588,736 | $120,085 | $61,369 | ($ 61,778) | ($ 822,473) |
| — | — | — | 29,452(2) | 2,575,092 | ( 801,861) |
| — | — | — | — | ( 1,313,314) | — |
| 0,000 | — | — | — | ( 300,000) | — |
| — | 900,000 | — | — | ( 900,000) | — |
| — | — | 295,696 | — | — | — |
| 0,000 | $1,488,736 | $415,781 | $90,821 | $ — | ($1,624,334) |

tion premium on Equipment Trust Certificates paid from the Depreciation Reserve Fund and amortization

fund in which such interest is received.

# Statement of Accumulated Net Earnings

## For the Year Ended December 31, 1952

| | | Portion Allocated in | | |
|---|---|---|---|---|
| | | Debt Service Requirements | | |
| | Total | Serial Bond Maturity | Revenue Bond Reserves | Re I Amo |
| **Balance December 31, 1951** | $5,482,108 | $ — | $5,596,169 | $ |
| Net income for 1952, per statement of income | 1,839,200 | — | 36,517(2) | |
| Allocation of net earnings for— | | | | |
| Debt service requirements | — | 500,000 | 813,314 | |
| Revenue Bond amortization | — | — | — | 30 |
| Operating Expense Reserve | — | — | — | |
| Credits deductible from Municipal Compensation as provided in the Franchise Ordinance | 295,696 | — | — | |
| **Balance December 31, 1952** | $7,617,004 | $500,000 | $6,446,000 | $30 |

( ) Denotes deduction.

NOTES:

(1) In accordance with the Revenue Bond Trust Agreement these items, representing accumulated interest and redemp of discount on Revenue Bonds, are not deductible from revenues.

(2) Interest earnings on investments in funds controlled by the Revenue Bond Trustee are available only for use of th

# Statements of Application of Revenues

**(Applied in the order of precedence required by Trust Agreement securing Revenue Bonds)**

**For the Years Ended December 31, 1952 and 1951**

| | 1952 | 1951 |
|---|---|---|
| **Revenues** | $117,122,567 | $112,533,696 |
| **Operation and Maintenance Expenses** | 100,716,140 | 99,995,224 |
| | $ 16,406,427 | $ 12,538,472 |
| **Debt Service Requirements—Revenue Bonds:** | | |
| Interest | $ 4,075,000 | $ 3,816,250 |
| Serial Bond Maturity | 500,000 | — |
| Revenue Bond Reserves | 813,314 | 1,284,000 |
| | $ 5,388,314 | $ 5,100,250 |
| Balance | $ 11,018,113 | $ 7,438,222 |
| **Other Requirements:** | | |
| Depreciation— | | |
| Current year's requirement | $ 9,369,805 | $ 7,500,000 |
| Portion of 1951 requirement not earned in that year | 61,778 | — |
| Revenue Bond amortization | 300,000 | — |
| Operating Expense Reserve | 900,000 | — |
| Municipal compensation (to be met by available credits under Franchise Ordinance and other agreements) | 386,530 | — |
| | $ 11,018,113 | $ 7,500,000 |
| Unappropriated net revenues (deficiency) | $ — | $ (61,778) |

NOTE: Revenues remaining in each year after deducting operation and maintenance expenses are to be deposited in the following funds, in the order shown, to the extent that monies are available therefor:

1. Revenue Bond Interest, Serial Bond Maturity, and Reserve Funds—Deposits equal to debt service requirements as provided for in the Revenue Bond Trust Agreement.
2. Depreciation Reserve Fund—Deposits equal to annual depreciation provision and deficiencies, if any, in prior years' deposits.
3. Revenue Bond Amortization Fund—Deposit to be $300,000 each quarter from October 1, 1952, and deficiencies, if any, in previous quarters within the year.
4. Operating Expense Reserve Fund—Deposit to be $900,000 each year.
5. Municipal Compensation Fund—Deposit to be equal to an amount computed in accordance with the Franchise Ordinance.
6. Modernization Fund—Deposit to be equal to the monies remaining after making required deposits in the above funds.

## Statement of Funds

### For the Year Ended December 31, 1952

| | | Funds U | | | |
|---|---|---|---|---|---|
| | | | Revenue Bond | | |
| | Total | Transit Revenue | Interest | Serial Maturity | Reserves |
| **Balance December 31, 1951—** | | | | | |
| Classified in accompanying balance sheet as: | | | | | |
| Special funds | $ 12,006,174 | $ — | $ — | $ — | $5,596,169 |
| Current assets | 13,080,947 | — | 1,908,020 | — | — |
| Reduction of long-term debt | 2,310,052 | — | — | — | — |
| | $ 27,397,173 | $ — | $1,908,020 | $ — | $5,596,169 |
| **Eliminate—** | | | | | |
| Fund transfers and deposits recorded at December 31, 1951, but made after that date | (388,827) | 4,557,817 | — | — | — |
| **Balance December 31, 1951—** | | | | | |
| After eliminating above transfers and deposits | $ 27,008,346 | $ 4,557,817 | $1,908,020 | $ — | $5,596,169 |
| **Add—Receipts:** | | | | | |
| Collection of revenues | $117,817,171 | $117,723,586 | $ 16,534 | $ — | $ 50,394 |
| Proceeds from sale of Revenue Bonds | 22,223,750 | — | 258,750 | — | — |
| Proceeds from sales of Equipment Trust Certificates | 1,260,000 | — | — | — | — |
| Other receipts | 4,258,900 | 4,203,084 | — | — | 36,517 |
| Transfers from Transit Revenue Fund | — | (121,874,169) | 4,075,000 | 500,000 | 813,314 |
| Other transfers (net) | — | 95,353 | (16,534) | — | (50,394) |
| | $145,559,821 | $ 147,854 | $4,333,750 | $500,000 | $ 849,831 |
| **Deduct—Disbursements:** | | | | | |
| Costs and expenses of operations, purchase of materials and supplies, reimbursable expenditures, etc. | $100,140,683 | $ — | $ — | $ — | $ — |
| Purchase of Chicago Motor Coach properties | 16,413,145 | — | — | — | — |
| Disbursements for purposes for which funds were created | 23,352,816 | — | 3,816,250 | — | — |
| Transfers from Revenue Bond Trustee to Equipment Trustees (see accompanying statement) | — | — | — | — | — |
| | $139,906,644 | $ — | $3,816,250 | $ — | $ — |
| **Balance December 31, 1952—** | | | | | |
| Before transfers described below: | | | | | |
| Cash | $ 16,505,133 | $ 4,705,671 | $2,425,520 | $ 19,539 | $ 97,121 |
| U. S. Government and municipal securities (at cost) | 16,156,390 | — | — | 480,461 | 6,348,879 |
| | $ 32,661,523 | $ 4,705,671 | $2,425,520 | $500,000 | $6,446,000 |
| **Add or (Deduct):** | | | | | |
| December collections deposited January 2, 1953 | 344,844 | 344,844 | — | — | — |
| Fund transfers to be made after December 31, 1952— | | | | | |
| Transfers from Transit Revenue Fund | — | (5,050,515) | — | — | — |
| Reimbursement of working cash for disbursements payable from special funds | — | — | — | — | — |
| Other transfers | — | — | — | — | — |
| | $ 33,006,367 | $ — | $2,425,520 | $500,000 | $6,446,000 |
| **Balance December 31, 1952—** | | | | | |
| Classified in accompanying balance sheet as: | | | | | |
| Special funds | $ 17,636,101 | $ — | $ — | $500,000 | $6,446,000 |
| Current assets | 13,803,594 | — | 2,425,520 | — | — |
| Reduction of long-term debt | 1,566,672 | — | — | — | — |
| | $ 33,006,367 | $ — | $2,425,520 | $500,000 | $6,446,000 |

( ) Denotes c

| Equipment Trust Funds | | | | | | |
|---|---|---|---|---|---|---|
| Series 2 Refunding, For Payment of | | Series 3 Refunding, For Payment of | | Issues Not Outstanding at December 31, 1952 | | |
| Principal | Interest | Principal | Interest | Series A | Series B | Series C |
| $ — | $ — | $ — | $ — | $ 632,663 | $1,047,049 | $ 10,504 |
| — | — | — | — | 202,000 | 35,680 | 17,251 |
| — | — | — | — | 1,833,000 | 415,413 | 61,639 |
| $ — | $ — | $ — | $ — | $2,667,663 | $1,498,142 | $ 89,394 |
| $ — | $ — | $ — | $ — | $ — | $ — | $1,260,000 |
| — | — | — | — | 9,631 | 522 | — |
| — | — | — | — | (9,631) | (522) | — |
| 266,668 | 18,668 | 133,336 | 9,336 | 1,671,267 | 1,653,150 | 1,352,657 |
| — | — | — | — | 90,650 | 249 | 230 |
| $266,668 | $18,668 | $133,336 | $9,336 | $1,761,917 | $1,653,399 | $2,612,887 |
| $ — | $ — | $ — | $ — | $ 723,313 | $1,047,298 | $1,270,733 |
| — | — | — | — | 3,706,267 | 2,104,243 | 1,431,548 |
| $ — | $ — | $ — | $ — | $4,429,580 | $3,151,541 | $2,702,281 |
| $ 803 | $18,668 | $ 901 | $9,336 | $ — | $ — | $ — |
| 265,865 | — | 132,435 | — | — | — | — |
| $266,668 | $18,668 | $133,336 | $9,336 | $ — | $ — | $ — |
| $ — | $18,668 | $ — | $9,336 | $ — | $ — | $ — |
| 266,668 | — | 133,336 | — | — | — | — |
| $266,668 | $18,668 | $133,336 | $9,336 | $ — | $ — | $ — |

# Statement of Funds Under Control of Equipment Trustees

## For the Year Ended December 31, 1952

| | | Series 1 Refunding, For Payment of | |
|---|---|---|---|
| | Total | Principal | Interest |
| **Balance December 31, 1951—** | | | |
| Classified in accompanying balance sheet as: | | | |
| Special funds | $ 1,690,216 | $ — | $ — |
| Current assets | 254,931 | — | — |
| Reduction of long-term debt | 2,310,052 | — | — |
| | $ 4,255,199 | $ — | $ — |
| **Add—Receipts:** | | | |
| Proceeds from sales of Equipment Trust Certificates | $ 1,260,000 | $ — | $ — |
| Interest collections on U. S. Government securities | 10,153 | — | — |
| Interest collections transferred to Revenue Bond Trustee | (10,153) | — | — |
| Transfers from Revenue Bond Trustee for— | | | |
| Payment of principal, redemption premium, and interest on Equipment Trust Certificates | 6,353,418 | 1,166,668 | 81,668 |
| Payment of remaining cost of equipment | 91,129 | — | — |
| | $ 7,704,547 | $1,166,668 | $81,668 |
| **Deduct—Disbursements:** | | | |
| Payments to equipment manufacturers | $ 3,041,344 | $ — | $ — |
| Payment of principal, redemption premium, and interest on Equipment Trust Certificates | 7,242,058 | — | — |
| | $10,283,402 | $ — | $ — |
| **Balance December 31, 1952:** | | | |
| Cash | $ 112,021 | $ 645 | $81,668 |
| U. S. Government securities (at cost) | 1,564,323 | 1,166,023 | — |
| | $ 1,676,344 | $1,166,668 | $81,668 |
| **Balance December 31, 1952—** | | | |
| Classified in accompanying balance sheet as: | | | |
| Current assets | $ 109,672 | $ — | $81,668 |
| Reduction of long-term debt | 1,566,672 | 1,166,668 | — |
| | $ 1,676,344 | $1,166,668 | $81,668 |

( ) Denotes deduction.

ANSIT AUTHORITY

| nder Control of Revenue Bond Trustee | | | | | | Funds Under Control of Equipment Trustees (See Accompanying Statement) | Other Funds | |
|---|---|---|---|---|---|---|---|---|
| Depreciation Reserve | Revenue Bond Amortization | Operating Expense Reserve | Municipal Compensation | Special Modernization | Modernization | | Damage Reserve | Working Cash |
| $ 2,195,639 | $ — | $ 588,736 | $ — | $ — | $ 20,280 | $ 1,690,216 | $1,915,134 | $ — |
| — | — | — | — | — | — | 254,931 | — | 10,917,996 |
| — | — | — | — | — | — | 2,310,052 | — | — |
| $ 2,195,639 | $ — | $ 588,736 | $ — | $ — | $ 20,280 | $ 4,255,199 | $1,915,134 | $ 10,917,996 |
| 264,638 | — | 10,446 | 2,472 | 14,599 | 80,000 | — | (409,226) | (4,909,573) |
| $ 2,460,277 | $ — | $ 599,182 | $ 2,472 | $14,599 | $ 100,280 | $ 4,255,199 | $1,505,908 | $ 6,008,423 |
| $ — | $ — | $ 8,617 | $ — | $ — | $ — | $ 10,153 | $ 7,887 | $ — |
| — | — | — | — | — | 21,965,000 | — | — | — |
| — | — | — | — | — | — | 1,260,000 | — | — |
| 29,452 | — | — | — | — | — | (10,153) | — | — |
| 9,397,120 | — | 278,048 | — | — | 19,433 | — | — | 106,791,254 |
| — | — | — | — | — | (15,727) | — | 5,779,669 | (5,792,367) |
| $ 9,426,572 | $ — | $ 286,665 | $ — | $ — | $21,968,706 | $ 1,260,000 | $5,787,556 | $100,998,887 |
| $ — | $ — | $ — | $ — | $ — | $ — | $ — | $ — | $100,140,683 |
| — | — | — | — | — | 16,413,145 | — | — | — |
| 4,122,149 | — | — | — | 14,599 | 80,000 | 10,283,402 | 6,234,404 | (1,197,988) |
| 6,353,418 | — | — | — | — | — | (6,444,547) | — | 91,129 |
| $10,475,567 | $ — | $ — | $ — | $14,599 | $16,493,145 | $ 3,838,855 | $6,234,404 | $ 99,033,824 |
| $ 515,583 | $ — | $ 9,628 | $ 2,472 | $ — | $ 247,624 | $ 112,021 | $ 459,060 | $ 7,910,894 |
| 895,699 | — | 876,219 | — | — | 5,328,217 | 1,564,323 | 600,000 | 62,592 |
| $ 1,411,282 | $ — | $ 885,847 | $ 2,472 | $ — | $ 5,575,841 | $ 1,676,344 | $1,059,060 | $ 7,973,486 |
| — | — | — | — | — | — | — | — | — |
| 891,401 | 300,000 | 602,889 | 384,058 | — | — | — | 497,564 | 2,374,603 |
| (650,042) | — | — | — | — | (270,271) | — | — | 920,313 |
| 90,834 | — | — | (386,530) | — | 295,696 | — | — | — |
| $ 1,743,475 | $300,000 | $1,488,736 | $ — | $ — | $ 5,601,266 | $ 1,676,344 | $1,556,624 | $ 11,268,402 |
| $ 1,743,475 | $300,000 | $1,488,736 | $ — | $ — | $ 5,601,266 | $ — | $1,556,624 | $ — |
| — | — | — | — | — | — | 109,672 | — | 11,268,402 |
| — | — | — | — | — | — | 1,566,672 | — | — |
| $ 1,743,475 | $300,000 | $1,488,736 | $ — | $ — | $ 5,601,266 | $ 1,676,344 | $1,556,624 | $ 11,268,402 |

eduction.

# Revenue Equipment Owned

## December 31, 1952

| | On Hand Dec. 31, 1951 | January 1, 1952 to December 31, 1952 | | On Hand Dec. 31, 1952 |
|---|---|---|---|---|
| | | Acquired | Retired | |
| **Surface System:** | | | | |
| Streetcars— | | | | |
| P. C. C. Cars | 682 | — | — | 682 |
| Other Closed Platform | 439 | — | 143 | 296 |
| Open Platform | 380 | — | 171 | 209 |
| Total Streetcars | 1,501 | — | 314 | 1,187 |
| Buses— | | | | |
| Trolley Buses | 551 | 159 | 31 | 679 |
| Gas—Mechanical | 395 | — | 35 | 360 |
| Gas—Hydraulic | 489 | — | — | 489 |
| Diesel—Hydraulic | 136 | — | — | 136 |
| Propane—Hydraulic | 551 | — | — | 551 |
| Total Buses | 2,122 | 159 | 66 | 2,215 |
| Total Surface Equipment | 3,623 | 159 | 380 | 3,402 |
| **Rapid Transit System:** | | | | |
| Elevated Cars—wood and steel | 826 | — | 59 | 767 |
| Elevated—Subway Cars | | | | |
| Steel, Conventional type | 455 | — | — | 455 |
| Metal, Articulated | 4 | — | — | 4 |
| Metal, P. C. C. | 200 | — | — | 200 |
| Total Rapid Transit Cars | 1,485 | — | 59 | 1,426 |
| **Boulevard System:** | | | | |
| Gas Buses—Mechanical | — | 10 | — | 10 |
| Diesel Buses—Hydraulic | — | 585 | — | 585 |
| Total Boulevard Equipment | — | 595 | — | 595 |
| Total Revenue Equipment Owned | 5,108 | 754 | 439 | 5,423 |

# Mileage Owned, Leased and Operated

**December 31, 1952**

| | Surface System | Rapid Transit System | Boulevard System | Combined System |
|---|---|---|---|---|
| **Track Owned or Leased:** | | | | |
| Owned | 692.36 | 168.42 | — | 860.78 |
| Leased | .34 | 56.95 | — | 57.29 |
| Total Track Owned or Leased | 692.70 | 225.37 | — | 918.07 |
| **Revenue and Non-Revenue Track or Route Mileage:** | | | | |
| Revenue Miles in Operation— | | | | |
| Revenue Track in Operation | 357.55 | 175.62 | — | 533.17 |
| Trolley bus lines (Single way miles) in Operation | 224.63 | — | — | 224.63 |
| Motor bus lines (Single way miles) in Operation | 941.53* | — | 376.90 | 1,318.43 |
| Total Revenue Miles in Operation | 1,523.71 | 175.62 | 376.90 | 2,076.23 |
| Non-Revenue Miles— | | | | |
| Unused Track | 267.62(1) | 7.83(3) | — | 275.45(1) |
| Service Track | 67.53(2) | 41.92(4) | — | 109.45 |
| Connecting trolley bus lines, and trolley bus storage | 7.23 | — | — | 7.23 |
| Total Non-Revenue Miles | 342.38 | 49.75 | — | 392.17 |
| TOTAL | 1,866.09 | 225.37 | 376.90 | 2,468.36 |

NOTES:

(1) This mileage covers tracks located in public ways and streets which are isolated, tracks from which electric service has been disconnected, and tracks not used.

(2) This mileage covers tracks located in yards and carhouses; also 26.67 miles in public ways and streets used for pull-in, pull-out, work cars, and in case of emergencies.

(3) This mileage covers tracks to be removed from the Douglas Park Branch and the Humboldt Park Branch.

(4) Includes 13.11 miles Main Line Storage Track. Balance consists of tracks in yards and carhouses.

* Includes 15.69 miles on Indiana Ave. during non-rush hours.

# Statement of Transportation Property and Organization Expense

**Showing Balance at December 31, 1951, Plus Additions and Less Retirements During Year 1952 and Balance at December 31, 1952**

| | Balance Dec. 31, 1951 | Plus Gross Additions | Less Retirements | Balance Dec. 31, 1952 |
|---|---|---|---|---|
| Land | $ 8,343,858.06 | $ 2,852,599.73 | $ 1,328.00* | $ 11,197,785.79 |
| Track and Paving | 20,804,530.10 | 591,202.75 | 2,646,211.25 | 18,749,521.60 |
| Machinery and Tools | 2,508,862.09 | 406,024.80 | 32,776.00 | 2,882,110.89 |
| Electric Line Equipment | 8,924,510.98 | 1,059,316.41 | 32,240.08 | 9,951,587.31 |
| Buildings | 15,148,742.69 | 4,652,673.97 | 187,302.15 | 19,614,114.51 |
| Cars | 27,714,578.53 | 152,273.15 | 192,432.38 | 27,674,419.30 |
| Buses | 30,443,855.83 | 14,666,673.22 | 74,193.43 | 45,036,335.62 |
| Work Trucks, Autos and Service Equipment | 992,384.53 | 337,694.89 | 36,250.90 | 1,293,828.52 |
| Furniture | 617,995.35 | 224,739.82 | 30.00 | 842,705.17 |
| Signals and Interlocking | 391,615.83 | 71,641.17 | 14,624.88 | 448,632.12 |
| Crossings, Fences and Signs | 204,195.18 | 20,996.45 | 12,834.95 | 212,356.68 |
| Elevated Structures | 6,038,474.08 | 3,162.15 | 155,520.46 | 5,886,115.77 |
| Substation Equipment | 1,693,928.06 | 13,788.18* | — | 1,680,139.88 |
| Telephones & Communications | 204,149.99 | 49,295.74 | 1,442.90 | 252,002.83 |
| Engineering | 46,622.63 | — | — | 46,622.63 |
| General and Miscellaneous | 1,534,912.00 | 360,000.00 | — | 1,894,912.00 |
| Total Transportation Property | $125,613,215.93 | $25,434,506.77 | $3,384,531.38 | $147,663,190.62 |
| Organization Expense | 85,316.39 | — | — | 85,316.39 |
| Total | $125,698,532.32 | $25,434,506.07 | $3,384,531.38 | $147,748,507.01 |

* Denotes Deduction

# Rates of Fare

| | In Effect at December 31, 1952 |
|---|---|
| Fares Applicable to: | |
| **Surface System and Boulevard System** | |
| Adult—General, cash | 20c |
| token | 5 for 85c |
| Children and School—General, cash | 10c |
| ticket | 5 for 40c |
| Railroad Commuter Bus Coupon (a) | 10 for $1.00 |
| (for use in limited zones) | Or 25 for $2.50 |
| Shuttle Buses (b) Adult | 10c |
| Children or School Children | 5c |
| **Rapid Transit System** | |
| Adult | |
| Middle Zone (c), cash | 20c |
| token | 5 for 90c |
| North or West Zone (d), cash | 20c |
| token | 5 for 85c |
| Two zone through | 25c |
| Children and School | |
| Middle Zone (c), cash | 10c |
| ticket | 5 for 40c |
| North or West Zone (d), cash | 10c |
| ticket | 5 for 40c |

(a) Applies to boulevard system only for holders of commutation or multiple ride tickets on three railroads. THIS RATE DISCONTINUED, effective 12:01 A. M., February 1, 1953.

(b) Applies to two routes of boulevard system only.
MODIFIED to apply to five routes of boulevard system with adult non-transfer rides at 10c and with transfer rides, child and school child rides at general fares, effective 12:01 A. M., February 1, 1953.

(c) Middle zone includes all rapid transit train service in the city of Chicago and between Chicago and Oak Park, Forest Park and Cicero, the Douglas Park motor bus extension in Cicero and Berwyn, and the Garfield Park motor bus service east of Des Plaines Avenue, Forest Park.

(d) North zone includes all rapid transit service from Howard Street north, and between Evanston and Wilmette, and the Skokie motor bus extension in Skokie.
West zone includes all rapid transit motor bus service from Des Plaines Avenue west, and between Forest Park, Maywood, Bellwood and Westchester.

For persons paying general fare transfers may be made between surface system and boulevard system without additional charge.

For persons paying 20c cash fare on surface system or boulevard system transfers may be made to rapid transit system without additional charge.

For persons paying 5 for 85c token fare on surface system or boulevard system transfers may be made to rapid transit system on payment of 1c.

For persons paying general fare on rapid transit system, transfers may be made to surface system or boulevard system without additional charge.

Children's fares apply to passengers (1) under 12 years of age; (2) school children 12 years of age or over presenting proper identification card; and (3) children under 7 years of age when not accompanied by an adult fare paying passenger. Children under 7 years of age when accompanied by an adult fare paying passenger are carried free. Eligible passengers, after paying children's fare, may transfer without additional charge.

# Operating Statistics

**For the Year Ended December 31, 1952**

| | Surface System | Rapid Transit System | Boulevard System (1) | Combined System |
|---|---|---|---|---|
| **Passenger and Traffic Statistics:** | | | | |
| Revenue Passengers | 525,415,421 | 146,899,814 | 19,916,807 | 692,232,042 |
| Revenue Vehicle Miles— | | | | |
| Cars | 35,145,293 | 43,365,299 | — | 78,510,592 |
| Trolley Buses | 17,445,830 | — | — | 17,445,830 |
| Motor Buses | 54,987,302 | — | 4,347,432 | 59,334,734 |
| Total Revenue Vehicle Miles | 107,578,425 | 43,365,299 | 4,347,432 | 155,291,156 |
| Revenue per Vehicle Mile (2) | 84.76c | 51.76c | 80.23c | 75.42c |
| Revenue Vehicle Hours— | | | | |
| Cars | 4,045,723 | — | — | 4,045,723 |
| Trolley Buses | 2,187,001 | — | — | 2,187,001 |
| Motor Buses | 6,404,095 | — | — | 6,404,095 |
| Total Revenue Vehicle Hours | 12,636,819 | — | — | 12,636,819 |
| **Power Statistics:** | | | | |
| Direct Current—Kilowatt Hours | 295,331,197 | 198,034,215 | — | 493,365,412 |
| Average Cost per Kilowatt Hour | — | — | — | 1.51c |
| **Fuel Statistics:** | | | | |
| Gasoline— | | | | |
| Gallons | 9,618,018 | — | 9,412 | 9,627,430 |
| Average Miles per Gallon | 2.96 | — | 2.69 | 2.96 |
| Diesel Fuel— | | | | |
| Gallons | 1,652,280 | — | 1,139,065 | 2,791,345 |
| Average Miles per Gallon | 4.15 | — | 3.79 | 4.01 |
| Propane Fuel— | | | | |
| Gallons | 7,869,150 | — | — | 7,869,150 (3) |
| Average Miles per Gallon | 2.50 | — | — | 2.50 |

NOTES:
(1) Boulevard System for Period October 1 through December 31, 1952.
(2) Passenger and Chartered Vehicle Revenue.
(3) Includes propane used for servicing new equipment and training bus operators.

# Historical Development of Certain Activities

## Major Administrative and Financial Highlights

April 12, 1945

Metropolitan Transit Authority Act, enacted by the General Assembly of the State of Illinois, was approved.

June 4, 1945

The Act was adopted by voters of City of Chicago and of Village of Elmwood Park; and the City of Chicago ordinance, dated April 23, 1945, granting a fifty year exclusive franchise to Chicago Transit Authority was approved at referendum election.

June 28, 1945

Chicago Transit Board was organized for the transaction of business.

July 24, 1945

The Governor of the State of Illinois approved "Park Acts" giving the Authority operating rights in Chicago Park District.

September 30, 1947

$105,000,000 Series of 1947 revenue bonds were sold by the Authority and payment made of $75,000,000 for Chicago Surface Lines properties and $12,162,500 for Chicago Rapid Transit Company properties.

October 1, 1947

Possession was taken of the Surface Lines and Rapid Transit properties and operation was begun by Chicago Transit Authority as a unified system.

June 27, 1950

Chicago Transit Board accepted an offer to purchase equipment trust certificates. This marked the beginning of revitalizing the modernization program.

September 30, 1952

$23,000,000 Series of 1952 revenue bonds were sold by the Authority and net payment of $16,476,786 made for Chicago Motor Coach Company properties.

October 1, 1952

Operation of Motor Coach properties began as the Boulevard System of Chicago Transit Authority.

# Historical Development—2

## Basic Fare for Adult Rides Within the City of Chicago

| Effective Date | Surface Routes | Rapid Transit |
|---|---|---|
| October 1, 1947 | 10c | 12c |
| May 11, 1948 | 11c | 13c |
| June 20, 1948 | 13c | 15c |
| October 15, 1949 | 15c | 17c |
| August 1, 1951 | 17c | 18c |
| June 1, 1952 | 20c or 5/85c | 20c or 5/90c |
| October 1, 1952 | *20c or 5/85c | 20c or 5/90c |

* Fare rate on Surface Routes applied to Boulevard System which was acquired on October 1, 1952.

NOTE : Not shown above are children and school rates, suburban rates or various special fares effective from time to time.

## New Equipment Deliveries

| Year | P.C.C. Streetcars | Trolley Buses | Motor Buses | Rapid Transit Cars | Cumulative Total |
|---|---|---|---|---|---|
| 1945 to Sept. 30, 1947 | 204 | — | 434 | 2 | 640 |
| Oct. 1 to Dec. 31, 1947 | 98 | — | 94 | — | 832 |
| 1948 | 298 | 210 | 372 | 2 | 1714 |
| 1949 | — | — | — | — | 1714 |
| 1950 | — | — | 31 | 100 | 1845 |
| 1951 | — | 190 | 520 | 100 | 2655 |
| 1952 | — | 159 | — | — | 2814 |
| Total | 600 | 559 | 1451 | 204 | 2814* |

* This is exclusive of the boulevard system. Of the 595 units on that System acquired October 1, 1952, there were 481 which had been placed in service after January 1, 1945. This brings total CTA modern units acquired to 3,295.

## Surface System

Miles of Single Way Revenue Operation

| | Streetcar | Motor Bus | Trolley Bus |
|---|---|---|---|
| January 31, 1945 | 1023.81 | 168.73 | 48.91 |
| December 31, 1947 | 902.17 | 456.15 | 45.65 |
| December 31, 1948 | 739.18 | 602.97 | 89.28 |
| December 31, 1949 | 668.98 | 645.79 | 129.96 |
| December 31, 1950 | 669.29 | 652.29 | 130.17 |
| December 31, 1951 | 413.69 | 884.39 | 195.59 |
| December 31, 1952 | 357.55 | 941.53 | 224.63 |

# Historical Development—3

## Wage Rates for Surface System

Bus Operators Who Have Reached Maximum Rate:

| Effective Date | Wage Rate Per Hour | Cost of Living Allowance Per Hour | Total Pay Per Hour |
|---|---|---|---|
| **October 1, 1947 | $1.42 | — | $1.42 |
| June 1, 1948 | 1.53 | — | 1.53 |
| December 1, 1948 | 1.55 | — | 1.55 |
| June 1, 1949 | 1.60 | — | 1.60 |
| December 1, 1949 | 1.65 | — | 1.65 |
| June 1, 1950 | 1.70 | — | 1.70 |
| August 1, 1951 | 1.77 | — | 1.77 |
| *October, 1951 | — | $.01 | 1.78 |
| January 1, 1952 | 1.80 | — | 1.80 |
| *January, 1952 | — | .04 | 1.84 |
| *April, 1952 | — | .02 | 1.82 |
| June 1, 1952 | 1.84 | — | 1.84 |
| *July, 1952 | — | .05 | 1.89 |
| *October, 1952 | — | .07 | 1.91 |
| *January, 1953 | — | .06 | 1.90 |

** Rate previously placed in effect by predecessor company.

* Effective beginning with first pay period in month.

NOTE: Rates for other types of work vary from the above, but are similar in general trend.

Number of C.T.A. Employes:

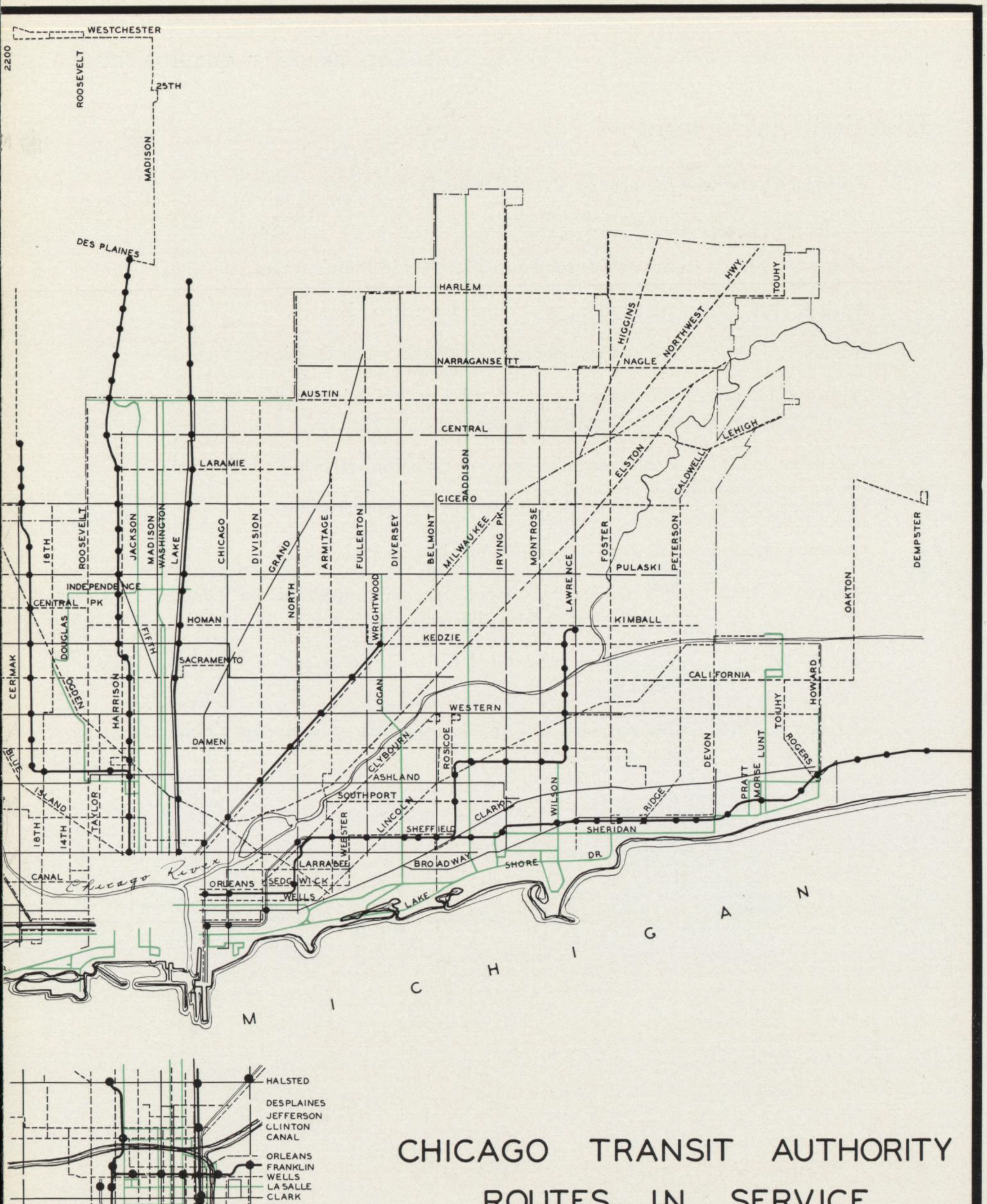
| | |
|---|---|
| December 31, 1947 | 22,407 |
| December 31, 1948 | 21,886 |
| December 31, 1949 | 20,873 |
| December 31, 1950 | 19,597 |
| December 31, 1951 | 17,867 |
| December 31, 1952 | 17,509* |

* Including boulevard system on which there were 1,272 employes at December 31, 1952.

# Historical Development—4

## Principal Operational Changes on Rapid Transit System

| Date of Change | |
|---|---|
| May 27, 1948 | Bus service substituted for Skokie Shuttle trains. |
| April 4, 1948 | All express operation on Lake Street Branch. |
| August 1, 1949 | All express operation on North-South Divisions. |
| February 25, 1951 | Milwaukee Avenue subway operation began and Northwest Branch service discontinued. |
| December 9, 1951 | Rush hour all express operation on Garfield Park Branch. |
| December 9, 1951 | Bus service substituted for Westchester trains. |
| December 9, 1951 | All express operation on Douglas Park Branch. |
| February 3, 1952 | Bus service substituted for train operation on Douglas Park Branch west of 54th Avenue. |
| May 5, 1952 | Bus service substituted for train operation on Humboldt Park Branch. |
| October 12, 1952 | Reassignment of rapid transit cars to secure maximum use of new equipment. |


WESTCHESTER
2200
ROOSEVELT
25TH
MADISON
DES PLAINES
HARLEM
TOUHY
HIGGINS
NORTHWEST HWY.
NARRAGANSETT
NAGLE
AUSTIN
CENTRAL
LEHIGH
CALDWELL
LARAMIE
ELSTON
CICERO
ADDISON
18TH
ROOSEVELT
JACKSON
MADISON
WASHINGTON
LAKE
CHICAGO
DIVISION
GRAND
ARMITAGE
FULLERTON
DIVERSEY
BELMONT
MILWAUKEE
IRVING PK
MONTROSE
LAWRENCE
FOSTER
PETERSON
DEMPSTER
INDEPENDENCE
PULASKI
CENTRAL PK
NORTH
WRIGHTWOOD
OAKTON
HOMAN
FIFTH
KIMBALL
DOUGLAS
KEDZIE
SACRAMENTO
CERMAK
OGDEN
HARRISON
CALIFORNIA
LOGAN
HOWARD
WESTERN
TOUHY
DAMEN
CLYBOURN
ROSCOE
DEVON
LUNT
ROGERS
BLUE ISLAND
ASHLAND
PRATT
MORSE
SOUTHPORT
WILSON
TAYLOR
14TH
18TH
WEBSTER
LINCOLN
CLARK
RIDGE
SHEFFIELD
SHERIDAN
LARRABEE
BROADWAY
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CANAL
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WELLS
LAKE
M I C H I G A N
HALSTED
DESPLAINES
JEFFERSON
CLINTON
CANAL
ORLEANS
FRANKLIN
WELLS
LA SALLE
CLARK
DEARBORN
STATE
WABASH
MICHIGAN
ROOSEVELT
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POLK
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HARRISON
CONGRESS
VAN BUREN
JACKSON
ADAMS
MONROE
MADISON
WASHINGTON
RANDOLPH
LAKE
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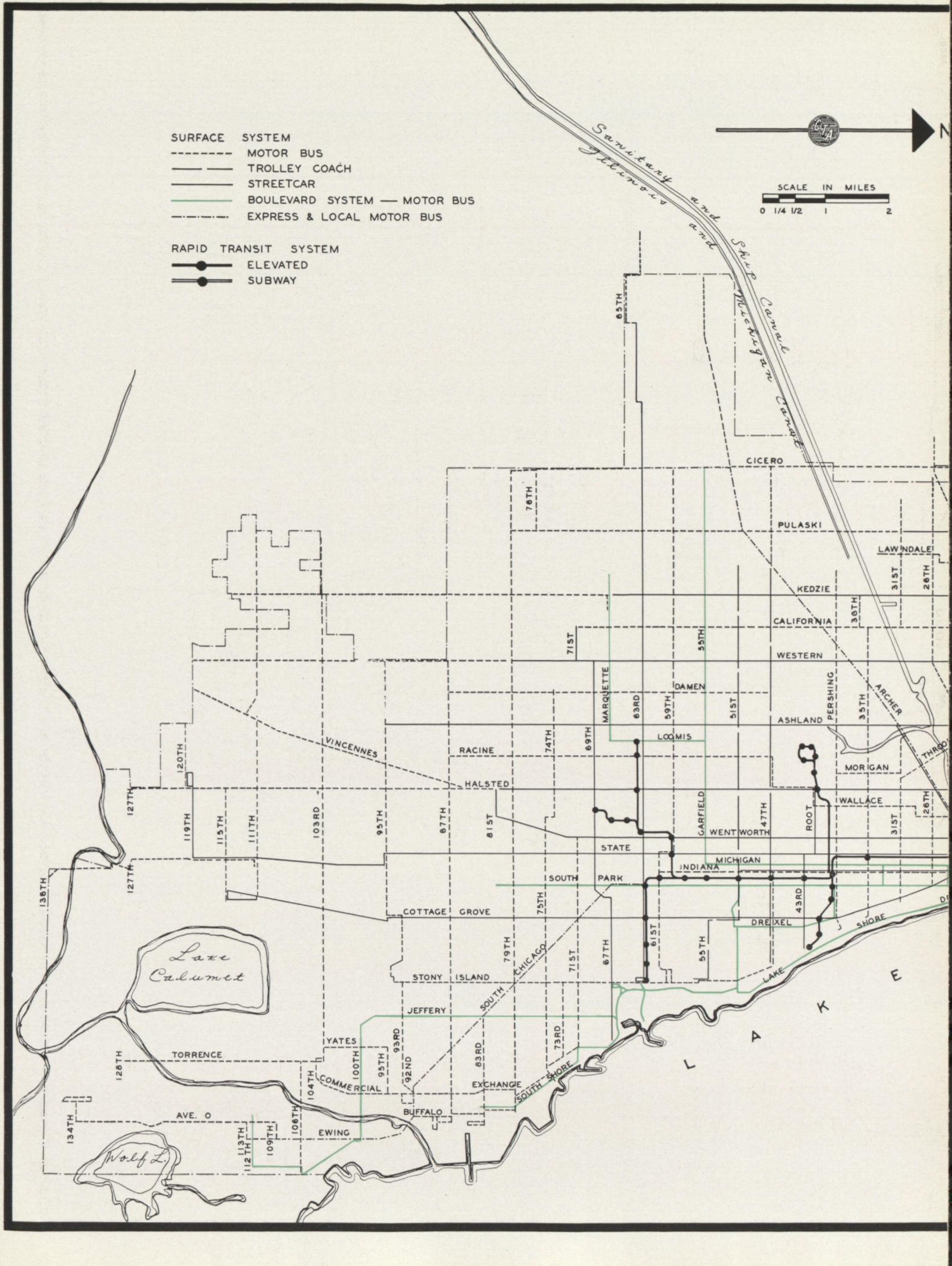
KINZIE
ILLINOIS
GRAND

# CHICAGO TRANSIT AUTHORITY
# ROUTES IN SERVICE
# DEC. 31, 1952


SURFACE SYSTEM
MOTOR BUS
TROLLEY COACH
STREETCAR
BOULEVARD SYSTEM — MOTOR BUS
EXPRESS & LOCAL MOTOR BUS
RAPID TRANSIT SYSTEM
ELEVATED
SUBWAY
N
SCALE IN MILES
0 1/4 1/2 1 2
Sanitary and Ship Canal
Illinois and Michigan Canal
CICERO
PULASKI
LAWNDALE
KEDZIE
CALIFORNIA
WESTERN
DAMEN
ASHLAND
LOOMIS
RACINE
HALSTED
VINCENNES
MORGAN
WALLACE
WENTWORTH
STATE
MICHIGAN
INDIANA
SOUTH PARK
COTTAGE GROVE
DREXEL
STONY ISLAND
JEFFERY
YATES
TORRENCE
COMMERCIAL
EXCHANGE
BUFFALO
EWING
AVE. O
SOUTH CHICAGO
SOUTH SHORE
LAKE SHORE
ARCHER
PERSHING
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Lake Calumet
Wolf L.
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SEE INSIDE PAGES
FOR MAP OF ROUTES
IN SERVICE